MICROFILM

START OF ROLL

ROLL NO.

39

FORM S-1892 REVISED 12-44

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

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MAY 29 1945
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OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. D. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

306-A-1

May 28, 1945

Mr. W. J. Lynch
Division Engineer
Public Roads Administration
Post Office Building
Portland 8, Oregon

Dear Sir:

This is in reply to your letter of March thirtieth with reference to final voucher for Oregon Project SN-FAP 306-A(1), Washington to Clay Street-Front Avenue, Portland.

First let me apologize for the delay in answering your letter. My only alibi is that the communication was started through the usual channels for needed information and unfortunately got sidetracked.

I have conferred with Mr. Baldock, State Highway Engineer, and Mr. Probert, Office Engineer, with respect to the five items which are generally mentioned in your letter, and we have reached the conclusion that each of the items is so closely related to right of way costs that we deem it inadvisable to attempt to justify any one of them under a construction cost item. Therefore, you may treat the five items as chargeable to right of way.

Yours very truly,

J. M. DEVERS

JMD:AW
cc Mr. S. H. Probert

NOTED
State Highway Engineer

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Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

306-A-1

POST OFFICE BUILDING
PORTLAND, OREGON

June 15, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 306-A(1)
Front Avenue (Washington St.-Clay St.)
Section, Pacific Highway West.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Encl.

RECEIVED
JUN 16 1944
OREGON
STATE HIGHWAY COMMISSION

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#24pr-11057

Section A(1),
Oregon Federal Aid Project No. SN-FAP 306.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on June 13, 1941 by the Oregon State Highway Commission, and on June 30, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 306, Section A(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested the Administrator to approve a revision of the estimate for said project to provide for substitution of contract unit prices for estimated unit prices, and to provide for an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.); and by reason thereof has requested that the approved estimate of cost be increased from $363,605.87 to $408,152.57, and that the Federal funds approved and set aside to the credit of the project be increased from $213,140.00 to $327,740.00:

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimate, and the sum of three hundred twenty-seven thousand, seven hundred forty and 00/100 dollars ($327,740.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of three hundred twenty-seven thousand, seven hundred forty and 00/100 dollars ($327,740.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four hundred eight thousand, one hundred fifty-two and 57/100 dollars ($408,152.57), the approved total estimated cost of Section A(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Feb. 14 1944, and the Administrator on MAY 23 1944.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By W. J. O'Leary
Acting Commissioner of Public Roads.

OREGON STATE HIGHWAY COMMISSION

By H. H. Banfield
Chairman, State Highway Commission

By
Member, State Highway Commission

By W. B. Measures
Member, State Highway Commission

Section A(1),
Oregon Federal Aid Project No. SN-FAP 306.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-PAP 306-A(1), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $108,152.57 in lieu of the $213,140.00 approved by Certificate of June 30, 1941 as the total estimated cost of said project, and the sum of $327,740.00 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and MAY 23 1944

FEDERAL WORKS ADMINISTRATOR,

By W. J. Frary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

306-A-1

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FEB 10 1944
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 7, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for Oregon Federal Aid Project SN-FAP 306-A(1), Washington Street-Clay Street Section of Front Avenue in Portland.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 8 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 1944
FOR FILING

306-A-1

December 22, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (3), Oregon

Dear Sirs

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Front Avenue (Washington Street-Clay Street) Section, Project No. SR-PAP 306-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department — Federal Aid Project No. SN-FAP 306-A (1)

FRONT AVENUE (WASHINGTON ST.-CLAY ST.) SECTION

OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1943

WORK PERFORMED SUBSEQUENT TO MAY 27, 1941

74' Roadway (Sta. 99+62 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 23,746.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		192.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
210	lin. ft.	18" Sewer Pipe.	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
28	only	Concrete Inlets	20.00	560.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00

1,750	sq. yds.	Concrete Walks	$ 1.60	$ 2,800.00
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	86.00
1.5	cu. yds.	Concrete Stairways	22.00	33.00
118	cu. yds.	Concrete Center Islands	14.00	1,652.00
7	cu. yds.	Concrete Traffic Separators	20.00	140.00
42	cu. yds.	Concrete Traffic Islands	18.00	756.00
70	only	¾" x 6" Dowel Pins	.08	5.60
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (28)		91.00
940	lin. ft.	¾" Electrical Conduit	.36	338.40
295	lin. ft.	1" Electrical Conduit	.41	120.95
300	lin. ft.	1¼" Electrical Conduit	.44	132.00
1,770	lin. ft.	1½" Electrical Conduit	.48	849.60
2,600	tons	3" - 0" Gravel in Base	.70	1,820.00
2,750	tons	1½" - 0" Material in Base	1.75	4,812.50
15	tons	1½" - ¾" Material in Grouted Leveling Course	2.50	37.50
210	tons	½" - 0" Material in Cushion Course	1.75	367.50
37	M-gals.	Sprinkling	2.00	74.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75	9,450.00
910	lin. ft.	¾" x 7" Expansion Joints in Pavement	.20	182.00
720	lin. ft.	¾" x 4" Expansion Joints in Pavement	.11	79.20
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	163.50
2,400	lin. ft.	Contraction Joints	.03	72.00
910	only	Dowel Bars	.20	182.00
3,200	lbs.	Tie Bars and Reinforcement	.055	176.00
60	cu. yds.	Concrete in Foundation and Base Courses	11.00	660.00
70	sacks	Cement in Grouted Leveling Course	1.80	126.00
1,920	tons	Class "F" Asphaltic Concrete	4.68	8,985.60
480	tons	Class "C" Asphaltic Concrete	4.58	2,198.40
				$ 80,800.25

Morrison Street Bridge Underpassing Contract
74' Roadway (Sta. 101+64.65 to 106+44) (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (12%)		$ 600.00
160	cu. yds.	Structural Excavation	3.00	180.00
3	cu. yds.	Structural Excavation Below Elevation Shown	5.00	15.00
150	cu. yds.	Class "A" Concrete	25.00	3,750.00
13,600	lbs.	Metal Reinforcement	.07	952.00
30	lbs.	Copper and Bycase	1.00	30.00
330	lin. ft.	Metal Handrail on Bridge	7.00	2,310.00

All Required		Inserting Bollards and Anchors (30%)		$ 240.00
All Required		Preparation of Harbor Wall (10%)		290.00
All Required		Electrical Work (6%)		198.00
				$ 8,559.00
		Subtotal		$ 89,379.83
		10% Engr. & Cont.		8,937.98
		Total		$ 98,297.17
		Length	0.129 mile	
		Cost per mile	$ 761,978.06	

44' Roadway (Sta. 106+44 to 115+15) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (6%)		$ 2,256.00
150	cu. yds.	Sand Backfill in Basements	$ 1.20	180.00
All Required		Clearing and Grubbing		245.00
750	sq. yds.	Removal of Pavement	.40	300.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
1,200	lin. ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		480.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600	cu. yds.	General Excavation, Unclassified	.48	1,728.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	8" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Sewer Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	18.00	576.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$ 108.00
All Required		Constructing Recesses for Traffic Control Markets (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
60	lin. ft.	1½" Electrical Conduit	.44	26.40
1,700	lin. ft.	1½" Electrical Conduit	.48	816.00
1,000	tons	3" - 0" Gravel in Base	.70	700.00
1,700	tons	1½" - 0" Material in Base	1.75	2,975.00
190	tons	¾" - 0" Material in Cushion Course	1.75	332.50
38	M-gals.	Sprinkling	2.00	76.00
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00
370	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.30	111.00
930	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	102.30
450	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	67.50
2,750	lin. ft.	Contraction Joints	.03	82.50
570	only	Dowel Bars	.20	114.00
2,120	lbs.	Tie Bars and Reinforcement	.055	116.60
1,600	tons	Class "B" Asphaltic Concrete	4.68	7,488.00
510	tons	Class "C" Asphaltic Concrete	4.50	2,295.00
				$ 39,882.50

Morrison Street Undercrossing Contract
(Sta. 106+44 to 108+58.78) (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (08%)		$ 400.00
50	cu. yds.	Structural Excavation	$ 3.00	150.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00
100	cu. yds.	Class "A" Concrete	25.00	2,500.00
10,700	lbs.	Metal Reinforcement	.07	749.00
20	lbs.	Copper and Bronze	1.00	20.00
220	lin. ft.	Metal Handrail on Bridge	7.00	1,540.00
All Required		Resetting Bollards and Anchors (30%)		240.00
All Required		Preparation of Harbor Wall (10%)		290.00
All Required		Electrical Work (4%)		120.00
				$ 6,017.00
		Subtotal		$ 45,909.50
		10% Engr. & Cont.		4,590.95
		Total		$ 50,500.45
		Length	0.165 mile	
		Cost per mile	$ 306,063.33	

68' Roadway (Sta. 115+15 to 121+05) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14%)		$ 5,149.20
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
18	lin. ft.	Removal of Type "B" Curb Track	.75	13.50
710	cu. yds.	Structural Excavation, Unclassified	1.25	887.50
7,700	cu. yds.	General Excavation, Unclassified	.45	3,465.00
6,380	yd. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
2	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1½" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
15	cu. yds.	Concrete Traffic Separators	20.00	300.00
70	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1¼" Electrical Conduit	.44	286.00
1,600	lin. ft.	1½" Electrical Conduit	.48	768.00

3,000	tons	3" - 0" Gravel in Base	$ .70	$ 2,100.00
3,950	tons	½" - 0" Material in Base	1.75	6,912.50
200	tons	¼" - 0" Material in Cushion Course	1.75	350.00
37	M-gals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
390	lin. ft.	3/4" x 3" Expansion Joints in Pavement	.20	78.00
540	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	59.40
360	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	54.00
2,300	lin. ft.	Contraction Joints	.03	69.00
390	only	Dowel Bars	.20	78.00
2,560	lbs.	Tie Bars and Reinforcement	.055	140.80
2,260	tons	Class "B" Asphaltic Concrete	4.66	10,536.80
616	tons	Class "C" Asphaltic Concrete	4.58	2,793.28
		Subtotal		$ 57,720.55
		10% Engr. & Cont.		5,772.05
		Total		$ 63,492.60
		Length	0.112 mile	
		Cost per mile	$ 566,898.21	

80' Roadway (Sta. 121+05 to 126+25) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (10%)		$ 3,678.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
1	only	Removal of Manholes	20.00	20.00
232	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,088.00
860	lin. ft.	Removal of Type "A" Car Track	1.00	860.00
582	lin. ft.	Removal of Type "B" Car Track	.75	436.50
120	cu. yds.	Structural Excavation, Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. sta.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,440	sq. yds.	Concrete Walks	1.60	2,304.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.05	360.00
290	lin. ft.	Metal Guard Rail	1.95	562.50
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	¾" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (12)		.00
510	lin. ft.	¾" Electrical Conduit	.35	182.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	2" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	¼" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,500	sq. yds.	Portland Cement Concrete Pavement	1.75	8,375.00
630	lin. ft.	¾" x 7" Expansion Joints in Pavement	.20	126.00
910	lin. ft.	¾" x 9" Expansion Joints in Pavement	.11	96.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,550	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
		Subtotal		$ 45,387.50
		10% Engr. & Cont.		4,538.75
		Total		$ 49,926.25
		Length	.098 mile	
		Cost per mile	$ 509,441.32	

STRUCTURES (WORK PERFORMED PRIOR TO MAY 27, 1941)

Southerne Bridge Undercrossing (Contract No. 2455)

All Required	Removal of Old Bridge and Maint. of Traffic (47%)		$ 1,175.00
All Required	Shoring, Cribbing, Etc. (95%)		1,187.50
250 cu. yds.	Structural Excavation	$ 2.50	625.00
325 cu. yds.	Class "A" Concrete	21.50	6,987.50
58,000 lbs.	Metal Reinforcement and Miscellaneous Metal	.05	2,900.00
300 lbs.	Copper and Bronze	.50	150.00
All Required	Remodel Existing Bridge (20%)		100.00
	Subtotal		$ 13,025.00
	10% Engr. & Cont.		1,302.50
	Total		$ 14,327.50

STRUCTURES (WORK PERFORMED SUBSEQUENT TO MAY 27, 1941)

All Required	Removal of Old Bridge and Maint. of Traffic (55%)		$ 1,375.00
All Required	Shoring, Cribbing, Etc. (05%)		62.50
50 cu. yds.	Structural Excavation	$ 2.50	125.00
30 cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
495 cu. yds.	Class "A" Concrete	21.50	10,642.50
58,000 lbs.	Metal Reinforcement and Miscellaneous Metal	.05	2,900.00
400 lbs.	Copper and Bronze	.50	200.00
460 lin. ft.	Metal Handrail	5.00	2,300.00
All Required	Remodel Existing Bridge (80%)		400.00
			$ 18,095.00

Morrison Street Undercrossing (Contract No. 2514)

All Required	Shoring, Cribbing, Etc. (80%)		$ 4,000.00
2,690 cu. yds.	Structural Excavation	$ 3.00	8,070.00
95 cu. yds.	Structural Excavation Below Elevation Shown	5.00	475.00
6,000 lin. ft.	Furnish Treated Piling	.85	5,100.00
90 only	Drive Treated Piling	20.00	1,800.00
1,150 cu. yds.	Class "A" Concrete	25.00	28,750.00
131,700 lbs.	Metal Reinforcement	.07	9,219.00
1,050 lbs.	Copper and Bronze	1.00	1,050.00
All Required	Resetting Bollards and Anchors (40%)		320.00
All Required	Preparation of Harbor Wall (80%)		2,320.00
All Required	Rebuilding Steel Truss Spans		10,000.00

1.5 M-FBM		Cedar Lumber	$ 100.00	$ 150.00
5.0 M-FBM		Douglas Fir Lumber	100.00	500.00
All Required		Remove and Relay Street Car Rails		1,000.00
All Required		Electrical Work (90%)		2,880.00
7,000	sq. ft.	Tile Lining in Tunnel	.95	6,650.00
210	lin. ft.	Single Pipe Rail on Stairs	2.00	420.00
104	lin. ft.	Double Pipe Rail on Stairs	3.00	312.00
190	lin. ft.	Metal Handrail on Stairwells	8.00	1,520.00
550	lin. ft.	Metal Handrail on Bridge	7.00	3,850.00
330	lin. ft.	6" Concrete Sewer Pipe	1.50	495.00
55	lin. ft.	4" Cast Iron Soil Pipe	1.00	55.00
1,800	sq. yds.	Membrane Waterproofing	1.70	3,060.00
				$ 91,996.00

Structural Steel for Morrison Street Undercrossing
(Contract No. 2507)

54,000 lbs.	Structural Steel	$ .06	$ 3,240.00
All Required	Revision of Truss Members		6,315.00
			$ 9,555.00

Subtotal	$119,646.00
10% Engr. & Cont.	11,964.60
Total	$131,610.60

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
74' Roadway (Subsequent to 5/27/41)	$ 98,295.17	$ 79,620.00	$18,675.17
44' Roadway (Subsequent to 5/27/41)	50,500.45	40,905.00	9,595.45
68' Roadwy (Subsequent to 5/27/41)	63,492.60	51,429.00	12,063.60
60' Roadway (Subsequent to 5/27/41)	49,926.25	40,440.00	9,486.25
Structures (Prior to 5/27/41)	14,327.50	8,742.00	5,585.50
Structures (Subsequent to 5/27/41)	131,610.60	106,604.00	25,006.60
	$408,152.57	$327,740.00	$80,412.57

FORM B-30 25M 1-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

3-6-14-1

June 5, 1943

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	6658	2476	21-Final	Edlefsen-Weygandt Co.	6,842.31	241424	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? Yes. Ok to release HHS

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

NOTED
A. L. MONSON

FOR FILING

306-A-1

May 26, 1943

Fidelity & Deposit Company of Maryland
Clarence B. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2476 for grading and paving on the Front Avenue Project, between Washington Street and Glay Street, in the city of Portland, has been completed by the contractor, Edlefsen-Heygmdt Company, and that final settlement, in the amount of $6,842.31, will be made on or after June 5, 1943.

According to our records, there is one claim outstanding against this contract, being that of the Trinity Universal Insurance Company, 506 Corbett Building, Portland, in the amount of $158.68.

For your information we wish to advise that the total contract amount is $226,582.91, of which amount $1,052.90 represents the amount of force account items.

This contract was completed on February 13, 1943, and was accepted by the State Highway Commission on March 17, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AH Secretary

NOTED
A. L. MONSON

RECEIVED
MAY 27 1943
FOR FILING
206-A-1

May 26, 1943

Trinity Universal Insurance Company
508 Corbett Building
Portland, Oregon

Gentlemen:

According to our records, your claim in the amount of $158.68 which was filed in this office on May 7, 1943, against Bilofsen-Hyampolt Company, in connection with state highway contract No. 2476, is still outstanding.

You are hereby notified that it is the intention of the State Highway Commission to make final payment on this contract on or after June 5, 1943.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

RECEIVED
MAY 4 1
FOR FILING

306-A-1

May 3, 1943

Eklofson-Heyneldt Company
9205 N. Calvin[illegible] Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on March 17, 1943, granted you the extension of time requested, from June 30, 1942, to February 13, 1943, without penalty, in connection with contract No. [illegible], for grading and paving the Washington Street-Clay Street Section of Front Avenue (Pacific Highway West), in Portland, Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - Mr. Z. T. Young

RECEIVED
APR 15 1943
FOR FILING

306-A-1

April 14, 1943

Fidelity & Deposit Company of Maryland
Clarence E. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Dillman-Heygand Company on contract No. 2476, for grading and paving the Front Avenue Section (Washington Street-Clay Street), in Portland. This payment, in the amount of $12,903.89, will be made on or after April 24, 1943. The retained percentage is $6,796.10.

A claim, in the amount of $156.68, of which you have been previously notified, has been filed against this project by the Trinity Universal Insurance Company, and our records do not show that this claim has ever been satisfied.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
A. L. MONSON

306-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

April 14, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 306-A (1), Front Avenue (Washington Street-Clay Street) Section, was made by a representative of this office on February 17, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 14 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FOR FILE

206-4-1

February 16th, 1943

Mr. E. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Hilsdorf-Haygood on their Washington Street-Hay Street Project, Contract No. 2676, SS-307 306-A (1). The specified date of completion was June 30th, 1943; whereas, the actual completion date was February 13th, 1943.

The special provisions for Contract No. 2676 stipulated the estimated date of completion of the Harrison Street Bridge approaches would be December 15th, 1942, with the provision that an extension of time would be granted for any delay in completion beyond that date.

The Harrison Street bridge approaches were completed to the extent that Hilsdorf-Haygood could begin their work on June 14th, 1942. This was an overrun of 135 days for which the contractors are entitled to an extension of time. This would advance the completion date to about January 1st, 1943.

In addition, Hilsdorf-Haygood were handicapped by the usual delays in the securing of material and their inability to work only one shift due to the scarcity of labor. The job was practically completed about January 1st, but the contractors had to wait for suitable weather in order to adjust a few manholes.

It is, therefore, recommended that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
Chief Engineer

R

cc to: H. G. Smith

Form F-1—HE—1-43

306-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 15, 19 43

Section Front Avenue- Washington to Clay

Highway Pacific West

Contractor Edlefsen - Weygandt Co.

Date of contract May 21, 19 41

Date work started May 29, 19 41

Amount of contract . . . . . $ 223,790.80

Estimated cost of completed project, exclusive of engineering . . . . . $ 261,999.62

Per cent of contract completed, based on total contract price . . . . . 99.9 %

Engineering cost to date, $ 14,350, ... %

Kind of work Grading & Paving

Section prefix 26-1046

Contract number 2476

Date of completion June 30, 19 42

Estimated date of completion January 30, 19 43

Per cent of time elapsed 144 %

Date project was completed 2-13-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On the 12th. finished all,work in connection with this contract except patching around manholes and water boxes on Front Avenue. Sub contractor on the patching work was called to do some work for the navy but expects to be back on the job next week. One more day will finish the contract.

Oscar Norberg, draftsman reported for work on the 11th. and has been assigned to make a sewer map for the Front Avenue projects.

RECEIVED
JAN 18 1943

NOTED
E. M. [illegible]

Signed F.T.Young

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RECEIVED
NOV 23 1942
FOR FILING

CITY OF PORTLAND, OREGON

OFFICE OF THE MAYOR

HAL M. WHITE
ASSISTANT TO THE MAYOR

R. E. RILEY, MAYOR

306-A-1

November 20, 1942

Mr. R. H. Baldock
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Enclosed is a copy of a letter which I have sent to The Public Market Company, requesting discontinuance of the east entrance of the building for delivery service.

Very truly yours,

Earl Riley

M A Y O R

NOTED

RECEIVED
NOV 23 1942
STATE HIGHWAY COMMISSION

5 FOR VICTORY
BUY UNITED STATES WAR BONDS AND STAMPS

CITY OF PORTLAND, OREGON

OFFICE OF THE MAYOR

HAL M. WHITE
ASSISTANT TO THE MAYOR

R. E. RILEY, MAYOR

November 20, 1942

The Public Market Company
604 Mead Building
Portland, Oregon

Attention: Mr. Prescott Cookingham

Gentlemen:

On April 30, 1942, the Highway Commission of Oregon, the City of Portland, and the Public Market Company entered into an agreement providing in part as follows:

> ".....The Market Company shall be permitted to continue and maintain such delivery service through the east entrance of the building for so long a period as traffic conditions will permit, and at least until the highway east of the market building is open for through traffic."

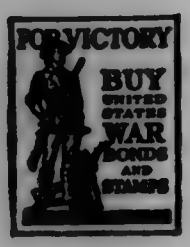
Please be advised that the highway will be open to the public at noon on November 20, 1942, and you are therefore requested to discontinue the east entrance for delivery service on and after that time and date.

The provisions of this agreement have been discussed with Mr. Early by telephone, and he gave assurance that the matter would be taken care of immediately.

Very truly yours,

Earl Riley

MAYOR



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DEC 3 1942
FOR FILING

306-A-1

B2476

November 18, 1942

The Public Market Company
604 Mead Building
Portland, Oregon

Attention: Mr. Prescott W. Cookingham, Attorney

Gentlemen:

Permit me to call attention to the stipulation and agreement entered into the 30th day of April, 1942, by and between the City of Portland, the Highway Commission of the State of Oregon, and the Public Market Company of Portland, Oregon, relating to the opening of Front Avenue. I quote herewith paragraph 2, page 2:

"2. The Highway Commission may, as soon hereafter as convenient, start and complete necessary work to eliminate the loading platform on the east side of said market building and to pave the highway running between the market building and the river. Such work shall be carried on in such manner as not to interrupt or cut off entirely the delivery service which is now maintained by the Market Company thru the eastern entrances of the building. Both the removal of the platform and the paving work shall be so carried out as to permit some delivery service thru such east entrances and to as great an extent as may be possible consistent with reasonably efficient operations by the Highway Commission. The Market Company shall be permitted to continue and maintain such delivery service thru the east entrances of the building for so long a period as traffic conditions will permit, and at least until the highway east of the market building is open for thru traffic."

Please be advised that this highway will be open to public travel at noon on Friday, November 20, after which time it will be dangerous to use the east entrance for delivery service, and we ask you to cease such service at that time.

Very truly yours,

H. H. Baldock
Chief Engineer

HHB:HI

FORM E-1572 1M 10-42

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

RECEIVED
NOV 24 1942
FOR FILING

306-A-1

OFFICE OF F. T. Young DIVISION ENGINEER - Acting
PORTLAND

November 16, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Attached is Portland Electric Power Company's Invoice #IR 10/43, in the amount of $429.21, dated October 21, 1941, covering cost of raising tracks on Hawthorne Bridge Approach.

There is some question whether the State should pay cost of raising tracks over the entire distance from the west property line of Front Avenue to the west end of the structure.

It is my understanding that the approach proper extends from a point 100 feet east of the east property line of Front Avenue to the west end of the Bridge, and it is this section that the City or State is obligated to maintain.

The section from the west property line of Front Avenue to a point 100 feet east of the east line of Front Avenue is considered a part of Madison Street, and, as such, any cost of adjusting tracks is an obligation of the Power Company. However, it is possible that any cost of raising tracks on Madison Street, made necessary by the Front Avenue improvement, would be treated the same as outlined in your letter of June 27, 1942, dealing with track adjustments on the Morrison Street Bridge approach.

Very truly yours,

F. T. Young
Acting Division Engineer

FTY:IH
2 copies
Encl.
cc: A. B. Dean - Encl.

OK by Baldock, Devers
HGS

Bill charged to
26-1006.285
HGS

COPY

MEMORANDA OF THE OBLIGATION OF THE CITY OF PORTLAND RELATIVE TO CERTAIN WILLAMETTE RIVER BRIDGES

****

Hawthorne Bridge:

It is the right and privilege of the City of Portland to lay and maintain track, trolleys and all other appurtenances necessary for the operation of street cars across said bridge and approaches.

It is the right and privilege of the City of Portland to collect rent for the use of said tracks, trolleys, etc., by street cars and such rent shall be not less than 3 cents per car for each car crossing.

It is the obligation of the County Court of Multnomah County to operate the said bridge at the expense of said County.

It is, however, the obligation of the City of Portland to pay the cost of maintenance of the tracks, trolley and other appurtenances necessary for the operation of street cars across said bridge.

Re: Oregon Compiled Laws Annotated
Chapter 32 - Bridges, Article 7, paragraph 100-3273
City of Portland, Chapter 7, Article 4, Paragraph 184.

Ordinance No. 58426
Franchise ordinance No. 67778

Opinion of City Attorney by letters to Commissioner or Public Works dated June 9, 1937 and June 22, 1937.

The last paragraph of the City Attorney's letter of June 22, 1937 seems to imply that in case new rails, etc., are needed the cost is an obligation of the city, but it is the privilege of the city to pass judgment as to whether new work is necessary.

The west approach of Hawthorne bridge begins 100 feet east of the east line of Front Avenue and the east approach ends at the west curb line of East Water Street.

Morrison Street Bridge:

The privileges and obligations of the City of Portland regarding Morrison Street Bridge are the same as that of the Hawthorne Bridge.

The west approach of Morrison Street Bridge begins at the east line of Front Avenue and the east approach of said bridge ends at the west curb line of East Water Street.

Broadway Bridge:

The privileges and obligations of the City of Portland regarding Broadway Bridge are the same as that of Hawthorne Bridge.

The west approach to the Broadway Bridge begins at the north line of Hoyt Street and the east approach ends at the west line of Interstate Avenue (Larrabee Street).

(Furnished by Vance, 7/10/41)

RECEIVED
NOV 9 1942
FOR FILING

306-A-1

Nov. 6, 1942.

Mr. W. H. Lynch,
District Engineer,
Public Service Bldg.,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Please find enclosed herewith four copies of Application No. 23, Forms B-1, Application for Certificate of Necessity of Use of Bituminous Road Materials for Front Street Project, No. Oregon 88-FAP-306 A(1).

This application No. 23 supersedes and cancels Application No. 6, dated Oct. 15, 1942, which was approved by you. We are returning herewith the approved copy of application No. 6, as requested in methods of procedure.

Due to wet, inclement paving weather, it is advisable to discontinue the use of cutback asphalt in the wearing surface and use asphaltic cement in the wearing surface mix, instead. One car load or approximately 40 tons of cutback has been received on Application No. 6, and will be used in the wearing surface mix, but we wish to cancel the remaining 80 tons of cutback made available by application of No. 6 and use asphaltic cement in place thereof.

The asphaltic content of the wearing surface mix using asphaltic cement will be about 6½% of the gross weight instead of 5½% when wearing surface is mixed with cutback asphalt. This will increase the amount of asphalt required in the wearing surface mix so that approximately 95 tons of asphaltic cement will be required to replace the 80 tons of cutback which is cancelled. Also approximately 20 tons of asphaltic cement will be required in paving some additional street connections not included in the Application No. 6. The additional 115 tons of asphaltic cement plus the 150 tons of asphaltic cement approved in Application No. 6, or a total of 265 tons will be required to finish this project, and is included in application No. 23.

A photostatic copy of approved Certificate of Necessity, Application No. 6, has been mailed to the Standard Oil Company of California, San Francisco, Calif. We are writing them requesting that they return the photostatic copy. When this photostatic copy is received, we will mail to you for your information and cancellation.

We will appreciate your immediate action on this application as it is very important to have this project completed before December 1, on which date many construction projects will be closed down by orders of the War Production Board.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

306-H-1

November 2, 1942

Mr. Prescott B. Cockingham
604 Hood Building
Portland, Oregon

Dear Sir:

This is in reply to your letter of October 30 concerning arrangements for fuel supply at the Public Market Building in Portland. So far as we know, the installation of the fuel supply mechanism is in conformance with the agreement entered into between the City of Portland, the Public Market Company, and the State, with the exception of a few minor changes which were requested by members of the staff of the Public Market Building.

Mr. C. S. Pearson, Bridge Engineer for this department, will call upon you in the near future and will go over the matter in detail with you.

Very truly yours,

R. H. Baldock
Chief Engineer

CHF CH
cc C. S. Pearson

NOTE:

PRESCOTT W. COOKINGHAM
LEO J. HANLEY
HARRY LEHRER

COOKINGHAM AND HANLEY
ATTORNEYS AT LAW
604 MEAD BUILDING
PORTLAND, OREGON
ATWATER 8491

October 30 1942

State Highway Commission
Salem Oregon

Dear Sirs:

I am writing you with regard to the arrangements recently entered into between the Highway Commission and the Public Market Company of Portland for transferring certain heating apparatus facilities from the east side to the west side of the Public Market Company building.

As you will recall, this transfer was authorized by an agreement signed by the City, by the Market Company and by the Highway Commission, and certain specifications and requirements were to be met in installing the fuel equipment on the west side of the building.

I am advised by the manager of the Market that the installation on the west side of the building has not been completed in a satisfactory manner nor in accordance with the terms of the agreement.

He did not seem to be entirely sure that you had completed your work but I thought that we had better notify you officially that the work is not satisfactory nor in accordance with the contract so that there would be no possibility of an implied approval or acceptance of the work.

Please, therefore, let us consider that this letter is a formal protest and objection in behalf of the Public Market Company of Portland for the manner in which the fuel delivery system for the market has been installed on the west side of the building, and to make it a matter of record that the system is unsatisfactory, does not operate effectively and that it is not in accordance with the contract under which it was installed, nor the plans and specifications which were considered and in contemplation at that time.

Yours very truly

Prescott W Cookingham

Prescott W Cookingham, Attorney for
Public Market Company of Portland

PWC:FW

RECEIVED
2 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
SEP 3 1942
FOR FILING

336-A-1

September 1, 1942

Mr. Fred Christensen
1017 S. E. 34th Avenue
Portland, Oregon

Dear Sir:

If you will present your claim for additional compensation, I will see that it receives proper consideration.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

STATE HIGHWAY COMMISSION
SALEM, OREGON

11711

REFERRED TO
BY SECRETARY

This was referred to you to look into

rrant for:

Highway Commission, details of which follow:

Amount
$

1017 SE 34th Ave.
Portland Oregon
Aug 26-42

B-2912 Jan. 17, 1942 60 00

Oregon State Hiltray Commission —

It might interest you to know that I accepted this check under protest, that I performed extra work amounting to $30.00 and was refused payment by your office in Portland.

This was such work and done on phone order — It is shameful if a responsible contractor can't trust men who represent your commission without a written requisition for work involving less than $100.00 —.

Total	$	60 00

Resp'y
Fred Christensen

1/17/42

Remove tank & fill hole

STATE PRINTING DEPT.

Form A-46—1000—9-42

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

11711

To—

Fred Christensen
1017 S. E. 34th Avenue
Portland, Oregon

Date Voucher Prepared

July 16, 1942

Attached hereto is warrant for:

.....services rendered.....

the Oregon State Highway Commission, details of which follow:

	Amount
	$

1017 SE 34th Ave.
Portland Oregon
Aug 26-42

B-2912 Jan. 17, 1942 60 00

Oregon State Hiway Commission

It might interest you to know that I accepted this check under protest, that I performed extra work amounting to 20.— and was refused payment by your office in Portland.

This was rush work and done on phone order— It is shameful if a responsible contractor can't trust men who represent your commission without a written requisition for work involving less than $100.— .

Total $ 60 00

1/17/42

remove tank & fill hole

Respt
Fred Christensen

STATE PRINTING DEPT.

RECEIVED
SEP 2 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 31, 1942

206-A-1

Subject: Fred Christensen's Claim

To: Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Pursuant to our telephone conversation last Saturday relative to Fred Christensen's claim for additional compensation for removing an oil tank in Portland on June 18, 1942, I have referred to the correspondence on this subject, a copy of which is in Mr. Collier's office, and find that Mr. Williams, after an investigation, denied Mr. Christensen's claim for the amount above the $60.00 called for on requisition 60532.

From my personal knowledge of this matter, I support Mr. Williams's recommendation.

Very truly yours,

F. T. Young
Acting Division Engineer

FTY:IH

RECEIVED
SEP - 1 1942
STATE HIGHWAY COMMISSION

RECEIVED
AUG 13 1945
HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

306-A-1

Salem, Oregon
August 12, 1945

Subject: Claim of Fred Christensen for Removal of Gasoline Storage Tank

To:

Mr. C. B. McCullough
Assistant Chief Engineer

NOTED
State Highway Engineer

Dear Sir:

The attached claim of Fred Christensen, 1017 Southeast 34th Avenue, Portland, Oregon, in the amount of $60.00 covers the removal of one 2,000-gallon gasoline storage tank on Front Street in the City of Portland. The tank was acquired in the purchase of right of way necessary in the reconstruction of Front Street in Portland. The tank, after salvaging, is valued at $200.00.

The disposition of the tank was an obligation of the Construction Department. As the tank was fourteen feet below the surface of the pavement, it was necessary to either remove the tank and carefully backfill the opening or drill a hole into the tank and pump the tank full of sand to eliminate the possibility of any subsidence under a new concrete pavement. Due to the salvage value of the tank, the removal method was decided upon.

Very truly yours,

W. W. Stiffler
Assistant Maintenance Engineer

WWS/vf
encl. 1

RECEIVED
JUL 28 1942
FOR FILING

206-A-1

Salem, Oregon
July 27, 1942

Re: Invoice of Fred Christensen
for Removal of Gasoline Tanks
on Front Street in Portland.

W. C. Williams, Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

With reference to the above subject, a voucher in the amount of $60.00 was recently prepared in this office and mailed to Mr. Christensen for signature and affidavit. Instead of signing the voucher Mr. Christensen returned it with the following note: "This thing is not settled until I am assured of payment of an additional $20.00 for extra work. Your Portland Field man know about this deal, or they should".

The invoice as submitted included an item which read, "depth 5' below agreed depth, 1/3 extra charge $20.00". This item was not included in Field requisition 60532 which was issued by David T. McBride and reached us, also, bearing the signature of W. W. Stiffler. Attached to the Purchase requisition was, also, a letter from Mr. Stiffler indicating that the amount of $60.00 was to cover all the work preformed for this Department by Mr. Christensen.

Apparently there is a difference of opinion to be adjusted and further action on the claim will be deferred until your instructions are received by this office.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By_____
R. V. Hollenberg
Requisition Supervisor

VB
Dictated by:
R. V. Hollenberg

RECEIVED
AUG 1 1942
FOR FILING
5-K-B-1

Salem, Oregon
August 17, 1942

Mr. W. C. Williams
Highway Division Engineer
Box 4644, Sellwood Station
Portland, Oregon

Dear Sirs

In reply to your letter of August 14, 1942, regarding the intent of the Special Provisions covering "Removal of Car Tracks" on the Front Avenue (Washington St.-Clay St.) Section, Contract No. 2476, we advise as follows:

Our interpretation of the intent of the Special Provisions is that the removal of pavement on track areas (stone block and mortar lying above the tops of the ties) is to be separately paid for the same as for any other pavement removal, and at the price bid per square yard for the item "Removal of Pavement." This is in accord with the provisions given on page 8 and paragraph 1 under "General Details," and on page 10 and paragraph 1 under "Measurement and Payment." Under the above referred to provisions, the removal of pavement is a general item for the whole project, the areas of which are shown on the plan sheets and, in the case of track areas, the depths of which are indicated on the typical cross-section D6-6 on page 2-D of the plans.

The special provisions for "Removal of Car Tracks," as given on page 11 do not in any way refer to the removal of pavement, as that item of work is separately and completely covered under the provisions for "Removing Concrete and Masonry." However, in the removal of Type "A" tracks, the removal of <u>concrete</u> below the tops of the ties is a question of moment in track removal work and the basis of payment for the removal of such concrete is specifically excluded from the track removal work, as mentioned in paragraph 2 under "Details of Work," and paragraphs 3 and 4 under "Measurement and Payment." The effect of these three references is clearly to state that the removal of concrete below the tops of ties within track areas is a separate item of work, and is to be paid for at the price bid per cubic yard for the item "Removal of Miscellaneous Concrete and Masonry Structures."

For your information, Mr. Collier's original special provisions were changed in the Salem Office with his knowledge, with the thought in mind that inasmuch as there were to be general bid items for both pavement removal and mass concrete removal, such items should apply to all parts of the project wherever applicable. It was also felt that even after separate payments had been made for the removal of pavement and the removal of concrete, yet some additional cost might be encountered in the removing and handling of truck materials which had been embedded in those materials.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Prebert
Office Engineer

VGG'H:EH

cc to Mr. H. C. Smith

FORM E-30 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 1, 1942

Subject: Washington-Clay St. Section
Front Avenue Project

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

There is some doubt as to the exact intent of Special Provisions covering "Removal of Car Tracks" on the Washington-Clay St. Section, Front Avenue, Contract #2476.

On page 11 of Special Provisions, the second paragraph under "Details of Work" indicate that all concrete removed shall be paid for. In the third paragraph of "Measurement and Payment" I quote in part: "As well as the costs involved, excepting the removal of concrete between the ties of Type 'A' track".

The question is as to whether the removing of concrete from top of rail to the top of the ties is to be separately paid for or included in the price bid for "Removal of Type 'A' Car Track". The amount involved on work performed is approximately $600.00.

I have referred to Mr. Collier's Special Provisions, and I find that his intent was to make payment for all of the work involved on a per linear foot basis. In other words, removal of Type "A" track would include removal of all concrete. If such were not the case, there would have been no necessity for a different bid amount on the two types, as after the concrete is removed, the Type "A" track is no different than Type "B".

It is my opinion that, as the Special Provisions are written, we are obligated to pay for the removal of all concrete from top of rails to bottom of ties, under the item, "Removing Concrete and Masonry". Please advise as to your opinion.

Very truly yours,

L. J. Williams
Division Engineer

LJW:H
cc: H. G. Smith

RECEIVED
JUL 8 1942
FOR FILING

306-A-1

E-416

July 7, 1942

Board of Appeal
City of Portland
Portland, Oregon

Attention of Mrs. Ruth Ransford, Secretary

Gentlemen:

In connection with the Front Avenue project, it has become necessary to move the sawdust fuel receiving facilities from the easterly side of the building and install them on the Front Avenue side. This necessitates a door in the sidewalk along the Front Avenue side of the building. I am attaching sketches showing the dimensions of this door and its location, and we would respectfully ask that a permit be granted for this installation.

You will note that when the door is open a 2-foot 6-inch passageway is provided between the door and the building. The sidewalk along the Market Building is 8 feet in width, and the size of the door which we are installing is the smallest which will meet the requirements of the Market Building.

Because of the many doors opening off Front Avenue into the Market Building, the sidewalk in this area is but little used, and, in our opinion, the passageway between the door and the building is of ample width to accommodate traffic. The door is to be used only for delivering of sawdust fuel and it will be opened for short periods at long intervals.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MI
cc Mr. Wm. A. Bowes
Mr. O. E. Purves

Mr. Bowes:

Please help us secure this permit.

RECEIVED
JUL 1 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 30, 1942

NOTED
State Highway Engineer

304-A-1
#2416

Subject: Public Market Building, Portland

To: Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

RECEIVED
JUL 1 - 1942
STATE HIGHWAY COMMISSION

Dear Sir:

I report herewith on work adjacent to the Public Market Building, on the Front Avenue Project, Portland.

In the first instance, I believe the letter written by Mr. Cookingham is a result of certain work performed on Saturday, June 20. On this date, at approximately 8:30 a. m., the contractor started to remove a portion of the ramp leading to the Public Market garage. Mr. Early, manager of the Public Market Building, became very angry, and stated that his lawyers would immediately start action, looking toward the payment of damages incurred. The only damage was noise, as a 17-foot width of the driveway was left undisturbed, and there was no hindering of traffic, with the exception of a period of approximately 15 minutes, when a bulldozer was removing a portion of the salvaged surfacing adjacent to the driveway ramp.

On the Salmon Street side, the south end of the Market Building, the existing 20-foot width asphaltic pavement has not been disturbed, and is eventually to be re-surfaced and widened. Adjacent to the 20-foot asphaltic pavement was a 20-foot gravelled surfacing. This 20-foot gravelled surfacing has been removed to permit widening operations.

The 30-foot area controlled by the Market Company on the east side of the building has not been disturbed, with the exception of a portion on the north end, where the grade is depressed in order to descend to the Morrison Bridge Undercrossing. Two entrances to the Market Building are cut off on this portion, but 75% of the entrances throughout the length of the building are undisturbed.

On the Front Avenue or west side of the Public Market Building, the 12-foot concrete sidewalk has been reduced to 8 feet in width, by the cutting off of the outer 4-foot width. This portion of the sidewalk was removed in sections, and entrances were provided at all times during progress of this work.

We are now making plans to move, immediately, the heating facilities, which work has been delayed, pending assembling of the various materials needed. Owing to priority difficulties, there was some delay in assembling the required materials, and in order to keep from interrupting the Market Building any more than necessary, all work was held up, pending the complete assembling of matrials required.

To date, nothing has been done adjacent to any portion of the Market Building in conflict with the agreement between the State Highway Commission, the City of Portland, and the Public Market Building officials.

As I view the whole matter, it so happens that a large portion of the lessees of the public stalls in the Market Building were Japanese. When the Japanese were moved out, there naturally resulted many vacancies, with a natural heavy decrease in finances to the Market Building. This is a matter beyond the control of the State Highway Commission, and I fully believe it to be the cause of the Public Market Building's difficulties.

I am submitting, with this report, 4 photographs taken on June 22, 1942, which was subsequent to the date of Mr. Cookingham's letter. On the reverse side of each photograph is a brief description of the location of each photograph.

Very truly yours,

W. C. Williams
Division Engineer

WCW:III
2 copies
Encl.
cc: F. T. Young

RECEIVED
JUN 30 1942
FOR FILING

Bull-A-1

#=476

June 27, 1942

Public Market Building, Portland

Mr. W. G. Williams
Division Engineer
State Highway Department
P. O. Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

Herewith letter from J. M. Devers. It is my understanding that we could not proceed immediately with the installation because of the priorities, but we finally were able to break the jam and will soon get the material to start the work.

In the meantime we have done nothing, as I understand it would jeopardize our contract. Mr. Devers seems to be somewhat confused about this matter and I would appreciate your making a full explanation with an extra copy so I may hand it to Mr. Devers.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MY
cc Mr. J. M. Devers

RECEIVED
JUN 2 3 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

206-A-1

Salem, Oregon
June 23, 1942

Subject: (COPY FOR FILES. Original forwarded to W. C. Williams)

To: Mr. R. H. Baldock,

O f f i c e .

L

Dear Sir:

You placed on my desk yesterday a letter written by Mr. Cookingham, representing the Public Market in Portland, and requested that I outline to you such letter as should be addressed to Mr. Williams concerning the complaint made by the attorney for the Public Market.

In Mr. Cookingham's letter he calls attention to the stipulation which was worked out and signed by the City, the Highway Commission and the Public Market. By reference to that stipulation I find these two paragraphs:

"1. The Highway Commission shall at its own expense immediately institute necessary activities to remove the oil and sawdust storage tanks from the east side of said market building to the west side, and to connect said facilities with the furnace or furnaces using oil and sawdust, as at present located. The oil connection shall be by pipeline, suitably installed, and the sawdust connection shall be by a mechanized conveyor which will carry the sawdust from the west side storage bins to the sawdust burner, all substantially in accordance with plans and specifications which have been submitted by the Highway Commission. The Highway Commission shall complete such work with reasonable expedition and in a satisfactory workmanlike manner and without interrupting the heating service now available to the market building and its occupants. The hopper shall be of a size sufficient for promptly unloading trucks which carry two and one-half units of sawdust.

"2. The Highway Commission may, as soon hereafter as convenient, start and complete necessary work to eliminate the loading platform on the east side of said market building and to pave the highway running between the market building and the river. Such work shall be carried on in such manner as not to interrupt or cut off entirely the delivery service which is now maintained by the Market Company thru the eastern entrances of the building. Both the removal of the platform and the paving work shall be so carried out as to permit some delivery service thru such east entrances and to as great an extent as may be possible consistent with reasonably efficient

operations by the Highway Commission. The Market Company shall be permitted to continue and maintain such delivery service thru the east entrances of the building for so long a period as traffic conditions will permit, and at least until the highway east of the market building is open for thru traffic."

You will note that paragraph 1 obligates the State to "immediately" institute necessary activities to remove the oil and sawdust, etc. I call attention to the use of the word "immediately."

Referring again to Mr. Cookinghan's letter he says "We went to considerable trouble to work out a stipulation regarding the removal of the heating facilities to the west side of the building, but thus far nothing has been done about that, and I understand that they are now preparing to dig up the roadway on the east side of the building which will mean that we have no way of getting fuel in." If Mr. Cookingham is correct in that statement, then it would appear we are not conforming to the obligation assumed in the stipulation wherein we agreed to "immediately" take care of the change in the heating facilities, and it was, of course, understood that there would be no serious interference with the heating of the market building.

I think it is true that the City under its municipal jurisdiction over streets would have the right to carry on any construction work necessary even though that meant inconvenience to the property owner, but in view of the fact that the City is a party to our stipulation it might lose some of its freedom. In other words, the City, having assumed a joint obligation with respect to the change in the heating plant of the market building, could not as freely work on the street as it otherwise could if such street work conflicted with the City's obligation as reflected in the stipulation.

If we have in any way interferred with the heating of the building and the inconvenience of the tenants, to the loss of the owners of the building, there may be ground upon which the owners can predicate a claim. I think you should get from Mr. Williams a complete statement of all that we have done to the building or rather to the heating plant and a statement of to what extent we have in any way interferred with the tenants or their convenience. Now it may be that we cannot handle the situation without some inconvenience and without some loss to the owners, but I think that a pretty complete history of the situation should be kept so that we may be able to defendant against exorbitant claims.

I have answered Mr. Cookingham and have merely acknowledged receipt of his letter and have told him that inquiry is being made with respect to the charges he has made in his letter. That is about all that I can say to him now.

Yours very truly,

JMD:PW

J. M. DEVERS

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JUN 15 1942
FOR FILING

306-A-1
1476

Salem, Oregon
June 6, 1942

Mr. W. C. Williams
Highway Division Engineer
Box 4344, Sellwood Station
Portland, Oregon

Dear Sir:

We refer to your letter of June 5, in reply to ours of June 4, in regard to anchor bolts for light standards on the Front Avenue Project. (Contract 1476)

The situation as described is somewhat different than we had understood it to be, but the primary consideration is the same. Whenever a contractor is required to do work or to furnish materials, and is to be allowed a commission thereon as specified for "extra work," the item should be classed as an extra work item; not as a commercial purchase or a state forces item. It follows then that the item should be authorized on an extra work order form or a price agreement form, and paid for as a part of the regular monthly payment to the contractor.

The allowance of a commission to anyone for making purchases for us is a somewhat irregular procedure, except when provided for in a contract or other written agreement, and we would like to avoid establishing a precedent for payments on that basis, if we can.

In the present case, I recommend the issuance of an extra work order in preference to a price agreement, as the invoices at payment on that basis will require no further negotiation with the contractor.

Unless you advise to the contrary, we will understand that none of the bolts being paid for are bolts which the contractor would have had to furnish under lump sum items (such as "Electrical Work" in Contract 2498) had the plans for the construction of the foundations not been changed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

cc to H. C. Smith
John Bosley

S. H. Probert
Office Engineer

FORM S-20 3000 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 5, 1942

Subject: Bolts Purchased for
Front Avenue Light Standards

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

L

Dear Sir:

I am uncertain as to the exact meaning of your letter of June 4, which has reference to the above subject. It is my belief that you are not fully acquainted with the conditions pertaining to the purchase of the anchor bolts. There is to be no elimination of foundations on the Front Avenue Project, but the type of foundations was materially changed, and it was decided to construct the changed types of foundations by State Forces at such time as lighting fixtures were available for installation. Due to the existing emergency, it is very uncertain as to when the light fixtures will be obtainable.

In order to make certain that we would have the anchor bolts available at such time as we secure the lighting fixtures, we made arrangements to purchase the bolts through the contractor, upon recommendations of Mr. Beakey.

The contractor's only involvement in the deal is the purchase and delivery of the bolts to the State, and, for his trouble and cooperation in this, we agreed to allow him a 5% allowance. If it is still your opinion that the purchase should be covered under Ixtra Work Order, please advise and necessary Work Orders will be submitted.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IH
cc: John Beakey
F. T. Young

Salem, Oregon
June 4, 1942

Mr. W. C. Williams
Highway Division Engineer
Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

The anchor bolts for light standards to which the enclosed state force orders refer cannot be purchased from the contractor (Eklefsen-Weygandt Co.) with a 5% allowance, except by handling the payments as extra work items under the Front Avenue contracts involved. Their purchase should, therefore, be authorized by means of "extra work orders" rather than by "orders for state force work." Please, therefore, cancel the enclosed orders and submit extra work orders in their stead.

From such information as has come to us, it appears that this purchase is in the nature of taking excess materials off the hands of the contractor. If this is the case, please so state on the extra work order forms.

The large numbers of bolts to be taken over indicates some rather extensive elimination of foundations called for by the plans, and leads us to wonder if payment for some of the bolts may not be included in the lump sum amounts being paid for items such as "electrical work."

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:HR

cc to F. T. Young

Encl.

Foundations for Lighting System

2476 - Washington St. - Clay St

Est	Price Agreement No. 4			
65	Type A Foundations	58 at	32.25	1" x 60" long
8	Type B "	1 "	31.40	1½" x 60" long
12	Type C "	1 "	43.52	1¾" x 7'0" "

"The Contractor shall furnish and install anchor bolts, ---- as called for on the plans" Drawing 7559

2498 Clay St. - Sheridan St.

Lighting items on original drawing changed to conform with drawing # 7558 Pd. 507.

Lump sum bid increased from $2850.00 to $3405.00

"A" 4 - Steel bolts 1" ϕ x 6'0" long with hex. nut # 7448

"B" 1½" x 6'0" " x 1

Same specifications apply.

2537 - Ankeny St. - Washington St

No change in specification.

Pd 257.

1 Plan
4 - steel bolts 1" x 6'0" long

Mr. Widdows said he would accept charge of $153.33

FORM E-90 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 28, 1942

Subject: Front Avenue Improvement
Orders for State Force Work

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

I am submitting herewith Orders for State Force Work on Contracts 2476, 2498, and 2537, all being on the Front Avenue Project.

These State Force Work Orders cover the purchase of bolts for light standards, which bolts will be purchased from the contractor for later use by the State when the light installations are made.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IH
2 copies
Encl.
cc: F. T. Young

RECEIVED
MAY 28 1942

RECEIVED
JUN 2 1942
FOR FILING

306-A-1

Salem, Oregon
June 1, 1942

Portland Water Bureau Bill

Mr. W. C. Williams
Highway Division Engineer
Box 4644, Sellwood Station
Portland, Oregon

Dear Sir:

In reply to your letter of May 29, addressed to the Accounting Division, it has been the practice in payment of various utility bills in connection with Federal Projects to withhold 3% until the audit of the final estimate by the PRA auditors.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

Dist. by L. E. Parsons/ER

FORM S-20 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 29, 1942

Subject: Bill, Portland Bureau of Water Works

To: Accounting Division
State Highway Department
Salem, Oregon

Attention: James P. Bartlett

Dear Sir:

Your letter of May 28 advises that 10% is being withheld from the bill submitted by the Portland Bureau of Water Works for installation of sprinkling system on the Washington-Clay Street Section, Front Avenue, until final payment.

This is the final payment for work to be done by the City on Units 1, 2, 3, and 4, Washington-Clay Street Section, and I fail to understand the reason for withholding of the 10%.

Will you please advise.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IH

JUN-1 19

RECEIVED
MAY 22 1942
FOR FILING

306-P-1

#2476

May 21, 1942

General Insurance Co. of America
Oregon Service Office
601 Board of Trade Building
Portland, Oregon

Attention: Mr. H. K. Beebe,
Claims Department

Gentlemen:

This is to acknowledge receipt of and to thank you for your letter of the 20th instant explaining the Company's view of the claim of the Portland Machinery and Supply Company against the Edlefson-Weygandt Company, highway contractors, arising out of the breaking of glass windows during the progress of the construction of the Front Avenue Project in Portland.

I appreciate very much having this information.

Very truly yours,

Secretary

HSG:MM

NOTED
D. G. DeSart

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

HOME OFFICES - SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING

PORTLAND, OREGON

May 20,1942

ACKNOWLEDGED
H. B. GLAISYER

State Highway Commission
Salem, Oregon

ATTENTION: H. B. Glaisyer, Secretary

Re: 2-51,099 - Edlefson - Weygandt

Dear Sir:

After sending you our letter of May 19 in reference to the above captioned, it occurred to us that perhaps we should have been more specific and given you a little more information and we are so doing at this time.

We are sorry to cause the necessity of having to read another letter but we feel you should have this information.

The Trinity Universal Insurance Company is pressing a claim against our assured for glass which was broken in the building of the Portland Machinery and Supply Company, located at 1003-1013 S. W. Front Avenue, Portland. They allege that the breakage was due to stones being thrown against the windows by the wheels of passing cars, and they base their claim against our assured on the fact that our assured was doing some work in the vicinity.

We are resisting this claim because there is no satisfactory evidence to show that our assured was negligent in any way nor was he responsible for the fact that there was gravel and stones on the street.

Our investigation reveals that our assured had his material pile properly barricaded and at least fifteen feet away from the line of traffic, S. W. Front Avenue being a one way street at this point.

We trust that this information will suffice to properly explain the claim and our company's attitude toward it.

Very truly yours,

H. K. Beebe

Claims Department
H. K. Beebe

HKB:jd

RECEIVED
MAY 21 1942
STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 6 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1942

306-A-1

Subject: Heating System at Public Market Building in Portland

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

Herewith copies of Price Agreements No. 7 and 8 and Order for Extra Work No. 3 on the Morrison Street Bridge project in Portland. These two price agreements and the work order cover the revisions of the heating system at the Public Market Building. This should normally have been taken care of by the road contractor on this section, but, since he objects to doing the work, arrangements have been made with Birkemeier & Saremal, contractors on the adjacent bridge. Price Agreement No. 7 covers the reconnecting of the fuel oil storage tank. Price Agreement No. 8 covers the installation of a new sawdust conveyor system. The Order for Extra Work No. 3 covers the excavation, backfilling, patching of concrete floors, pavements, etc., the furnishing and installing of a metal sidewalk door for the sawdust conveyor, and the actual moving and replacing of the present fuel tank, these items not being covered by either of the price agreements.

This matter has been under negotiation for a considerable period of time, and, while the total estimated cost is $5,486 and seems rather high, it is apparently the best arrangement that can be made at the present time.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached

RECEIVED
MAY 20 1942
FOR FILING

306-A-1

2476

May 20, 1942

Cora A. Thompson, Secretary
Battleship Oregon Commission
Route 10, Box 401
Milwaukie, Oregon

Dear Madam:

In answer to your letter of May 5, 1942, in regard to the progress of the work in the vicinity of the Battleship Oregon, I wish to advise that the contractor is concentrating all his work from the Public Market Building south, and, at this time, has completed all grading, surfacing, sidewalks, and sixty per cent of the concrete pavement between Jefferson and Clay Streets, which is the area in front of the Battleship Oregon. The work will be pushed to final completion as rapidly as weather and other conditions permit.

As you probably know, contractors are very badly handicapped by the shortage of labor and equipment repairs, but I believe Mr. Weygandt is doing everything possible to expedite this job.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:EI
cc Mr. H. G. Smith

COMMISSION
MARSHALL N. DANA, CHAIRMAN, PORTLAND
OREGON JOURNAL, 600 S. W. BROADWAY
HARRY V. REED, VICE CHAIRMAN, PORTLAND
6823 S. E. 17TH AVENUE
HOWARD WADDELL . . . . . ROSEBURG

CHARLES A. SPRAGUE, GOVERNOR

COMMISSION
DR. G. F. A. WALKER . . . . PORTLAND
326 MORGAN BUILDING
L. M. LEPPER . . . . . PORTLAND
107-10 CITIZENS BANK BUILDING

CORA A. THOMPSON, SECRETARY, PORTLAND
RT. 10, BOX 401, MILWAUKIE

STATE OF OREGON

BATTLESHIP OREGON COMMISSION

AT. 0501
BATTLESHIP OREGON
PORTLAND

May 7th.,1942

RECEIVED
MAY 11 1942

Mr R.H.Baldock,Engineer
State Highway Commission
Salem, Oregon.

Dear Sir -:

At a special meeting of the Battleship Oregon Commission Tuesday May 5th.,1942, the following resolution was adopted.

" Whereas, the present crossing to and from the battleship OREGON and adjacent highway has for some time been under construction:

And where as: the upkeep and maintenance of the ship is partly dependent upon fees paid by visitors:

And whereas, the ship is serving as headquarters for instructions and training for several National Defense groups:

There-fore be it Resolved: that a request be made to expedite work on crossing to and from the battleship OREGON."

Battleship Oregon Commission
Chairman Marshall N.Dana
Vice Chairman H.V.Reed
Howard Waddell
L.M.Lepper
G.F.A.Walker
By Cora A. Thompson - Sec

RECEIVED
MAY - 12

REFERRED TO
H G Smith
By Chas. Hill Reed

Please prepare reply for my signature

306-A-1

RECEIVED
MAY 20 1942
FOR FILING

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES – SEATTLE, WASHINGTON

H K DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

May 19, 1942

State Highway Commission
Salem, Oregon

ATTENTION: H. B. Glaisyer, Secretary

Re: 2-51,099 - Edlefson- Weygandt

Dear Sir:

Your letter of May 11 to the Fidelity & Deposit Company of Maryland with regard to the claim of Trinity Universal Insurance Company for damage to plate glass windows at 1003 and 1013 S. W. Front Avenue, Portland has been referred to this office for attention.

We wish to advise that our investigation reveals no liability on the part of Edlefson-Weygandt Company for this damage and we have denied the claim of the Trinity Universal Insurance Company on behalf of our assured.

Very truly yours,

H. K. Beebe

Claims Department
H. K. Beebe

HKB:jd

NOTED
H. B. GLAISYER

RECEIVED
MAY 20 1942
STATE HIGHWAY COMMISSION

NOTED
D. G. DeSart

RECEIVED
MAY 12 1942
FOR FILING
306-A-1

May 11, 1942

Trinity Universal Insurance Co.
508 Corbett Building
Portland, Oregon

Attention: W. J. Buckley

Gentlemen:

We have your letter of May 9 in explanation of the damage claims filed on May 7 against Edlefsen-Weygandt Company for broken plate glass in the building of the Portland Machinery and Supply Company, at 1003 and 1013 S. W. Front Avenue. We are making note of these claims in our records and, also, bringing these claims to the attention of Edlefsen-Weygandt Company and its surety.

We advise that you file these claims through the office of the Secretary of State in accordance with Chapter 517, Oregon Laws, 1939, copy of which is enclosed for your guidance.

For your information we advise that Edlefsen-Weygandt Company's contract is known as contract No. 2476 for grading and paving the Washington Street-Clay Street Section of Front Avenue on the Pacific Highway West, Portland, in Multnomah County. The performance bond on this contract was furnished by the Fidelity and Deposit Company of Maryland through its resident agent, Clarence B. Porter, Failing Building, Portland.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. G. DeSart

May 11, 1942

Fidelity & Deposit Company of Maryland
Clarence B. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

We have been advised by the Trinity Universal Insurance Company, Corbett Building, Portland, that they have claims against Edlefsen-Neygandt Company on contract No. 2476 for grading and paving the Washington Street-Clay Street Section of Front Avenue on the Pacific Highway West, Portland, in the total amount of $158.68, for damage to plate glass windows in the building of the Portland Machinery and Supply Company at 1003 and 1013 S. W. Front Avenue, Portland.

We are informing you of these claims since you appear as surety on the bond.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - Edlefsen-Neygandt Company
800 S. W. Front Avenue
Portland, Oregon

NOTED
D. G. DeSart

EDWARD T. HARRISON
PRESIDENT

TRINITY UNIVERSAL INSURANCE COMPANY

DALLAS, TEXAS

CAPITAL $ 1,000,000

CLAIM DEPARTMENT
508 Corbett Building
PORTLAND, OREGON

May 9, 1942

2476

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

Re: S. Rosenfeld, et al
Policy #343090

We wish to acknowledge receipt of your communication dated May 8th on the above captioned claims, which we have presented for glass breakage at the Portland Machinery Company.

We wish to advise that these breakages all occurred at 1003 and 1013 S. W. Front Avenue, Portland, Oregon, where street construction has been underway for some time. We do not know who the contractor is, so are unable to give you that information, I am

Yours very truly,

TRINITY UNIVERSAL INSURANCE CO.

By M. J. Buckley

mjb/ha

May 8, 1942

Trinity Universal Insurance Company
508 Corbett Building
Portland, Oregon.

Gentlemen: Attention M. J. Buckley

We have your three letters of May 7, submitting claims for glass broken in the Portland Machinery Company on Southwest Front Avenue, in the amounts of $73.00 for loss on March 15; $37.50 on March 8; and $48.18 on April 11, 1942.

We are unable to locate on our maps the building in which this glass was broken. The Portland telephone directory gives the address of the Portland Machinery Company as 208 S.W. First Street, Portland. This does not appear to be located in such a position as to be damaged by work by one of our Front Avenue contractors.

Can you give us more information in regard to these claims, in order that we may be able to furnish you with the name and number of the contract and the name and address of the surety company furnishing the material bond.

If possible will you supply us with the name of the contractor, and also the location of the building in which the glass was broken.

Very truly yours,

Secretary

DGD:RS

NOTED
D. G. DeSart

EDWARD T. HARRISON
PRESIDENT

TRINITY UNIVERSAL INSURANCE COMPANY

DALLAS, TEXAS

CAPITAL $ 1,000,000

CLAIM DEPARTMENT
508 Corbett Building
PORTLAND, OREGON

May 7, 1942

State Highway Department
Salem, Oregon

Gentlemen:

Re: S. Rosenfeld, et al
Policy #343090
Loss: 3/15/42

208

Under date of March 15th while construction and repair work was being done on S. W. Front Avenue, the following plate glass windows were broken at the Portland Machinery Company by flying stones. Size 74 x 75½ front, size 44½ x 75½ return, and size 44½ x 75½ return.

We contacted the City Commission of Portland and they advised that this claim should be submitted to you. Therefore we are submitting a claim in the amount of $73.00 for the replacement of this broken glass, I am

Yours very truly,

TRINITY UNIVERSAL INSURANCE CO.

M. J. Buckley

By M. J. Buckley

mjb/ha

Letter
Prepare answer letter to
each of these claims

EDWARD T. HARRISON
PRESIDENT

TRINITY UNIVERSAL INSURANCE COMPANY

DALLAS, TEXAS

CAPITAL $ 1,000,000

CLAIM DEPARTMENT
508 Corbett Building
PORTLAND, OREGON

May 7, 1942

State Highway Department
Salem, Oregon

Gentlemen:

Re: S. Rosenfeld, et al
Policy #343090
Loss: 3/8/42

Under date of March 8th while construction and repair work was being done on S. W. Front Avenue, a plate glass window size 70 x 76 of the Portland Machinery Company was broken by flying stones.

We contacted the City Commission of Portland and they advised that this claim should be submitted to you. Therefore we are submitting a claim in the amount of $37.50 for the replacement of this broken glass, I am

Yours very truly,

TRINITY UNIVERSAL INSURANCE CO.

By M. J. Buckley

mjb/ha

RECEIVED
MAY 8 - 1942

EDWARD T. HARRISON
PRESIDENT

TRINITY UNIVERSAL INSURANCE COMPANY

DALLAS, TEXAS

CAPITAL $ 1,000,000

CLAIM DEPARTMENT
508 Corbett Building
PORTLAND, OREGON

May 7, 1942

State Highway Department
Salem, Oregon

Gentlemen:

Re: S. Rosenfeld, et al
Policy #343090
Loss: 4/11/42

Under date of April 11th while construction and repair work was being done on S. W. Front Avenue, a plate glass window size 95 x 75 of the Portland Machinery Company was broken by flying stones.

We contacted the City Commission of Portland and they advised that this claim should be submitted to you. Therefore we are submitting a claim in the amount of $48.18 for the replacement of this broken glass, I am

Yours very truly,

TRINITY UNIVERSAL INSURANCE CO.

By M. J. Buckley

mjb/ha

RECEIVED
MAY 4 1942
FOR FILING

206-H-1

SALEM
May 1, 1942

Agreement regarding Public Market Bldg.

MR. J. H. DEVERS

I am returning to you herewith eight copies of an agreement between the State Highway Commission, the City of Portland, and the Public Market Company of Portland relative to the construction of the Front Avenue Project in Portland at the Public Market Building. These were signed by the Highway Commission at its meeting on April 30, 1942, and are returned to you to secure execution on the part of the City of Portland the Public Market Company.

I will appreciate it if you will furnish me with one fully executed copy of this agreement for the Commission's records and files.

RBG:AK

Secretary

RECEIVED
MAR 26 1942
FOR FILING

316 - A - 1

March 26, 1942

Cookingham & Manley
Reed Building
Portland, Oregon

Attention: Mr. P. W. Cookingham

Gentlemen:

Pursuant to our recent phone conversation, I instructed Mr. W. C. Williams, our Division Engineer, to contact Mr. Early of the Market Building. As a result of this conversation, the State Highway Department agrees to perform the excavation and paving work on the traffic lane immediately adjacent to the east side of the Market Building in sections so that a certain number of loading and unloading facilities will be available at all times. The existing concrete platform will eventually be removed in its entirety but temporary wooden platforms will be constructed at the various entrances to the Market Building. Approximately 50 per cent of the present openings will be available at all times. The determination of which openings shall be closed and which may be left open will be agreed upon by Mr. Early and Mr. Williams as the work progresses.

We therefore seek your approval of a suggested arrangement wherein the Highway Commission will be permitted, without prejudice in any manner to your interests, to reconstruct the fuel supply lines to the heating system as per plans furnished you and to complete the paving on the east side of the Market Building in such manner as to interfere as little as possible with your loading and unloading arrangements.

After the pavement at the back of the building has been entirely completed, facilities for unloading on the east side of the Market Building will be provided by temporary wooden platforms until other arrangements can be made or until the Supreme Court decision has been rendered, which decision should make possible the determination of the final changes to be made in the building.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:MY

RECEIVED
MAR 27 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 24, 1942

Subject: Front Avenue Project
Market Building

To: Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

NOTED
MAR 25 1942

Dear Sir:

As per your instructions, I conferred with Mr. Roy B. Early, Manager of the Public Market Building, relative to the plan for rearrangement of loading and unloading facilities at the Public Market Building.

Owing to the uncertainty as to what the eventual use of the building may be, it does not appear desirable to make definite plans for the rearrangement of facilities at this time. In order to proceed with construction of the Front Avenue Project, and, at the same time interfere as little as possible with the Market Building at this time, the following plan was agreed upon by Mr. Early and me:

Excavation and paving work on the traffic lane immediately adjacent to the east side of the building shall be performed in sections so that a certain number of loading and unloading facilities are available at all times. The existing concrete platform may be removed in its entirety, but temporary wooden platforms will be constructed at the various entrances to the Market Building. An approximate 50% of the openings are to be available at all times. A plan as to which openings shall be closed and which may be left open will be agreed upon between Mr. Early and myself before work is commenced.

Mr. Early wishes approval of this plan from Cookingham & Manley, Attorneys for the Market Building. He suggests that you write a letter to Mr. Cookingham, advising him of the plan as tentatively worked out, whereupon, it is believed that approval will be given to proceed.

Heating facilities of the building are to be changed over, immediately, as now planned, as these facilities will be essential, regardless of what the future use of the building may be.

Very truly yours,

W. C. Williams
Division Engineer

WCW:l
cc: H. G. Smith

306-A-1

#2776

CROSS REFERENCE SHEET

Name or Subject: Resolution relative to the Public Market Building in Portland

File No.

Regarding: Compensation to be paid for the portion of said Public Market property needed for r/w in connection with the Front Avenue project which includes things to be done, as installation of new sawdust conveyor and relocation of fuel oil tank.

Date: 3/20/42

SEE

Name or Subject: ADMINISTRATION
Commission
Resolutions – Right Of Way

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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306 A-1

RELOCATION OF FUEL OIL TANK

IN

PUBLIC MARKET BUILDING

PORTLAND, OREGON

The contractor shall furnish all labor and materials and do all work necessary for the relocation of present 10,000 gallon fuel oil tank at the Public Market Building in Portland, Oregon, in approximate locations shown on accompanying sketch and as outlined below.

The tank shall be excavated at its present location on the east side of the building, all piping and fittings disconnected, and all moved to a new location under the sidewalk on the west side of the building, as shown on the sketch. All excavation in the new location, both for the tank and for the piping, shall be prepared by the contractor in advance of the moving of the tank so as to interrupt as little as possible fuel oil service to the boilers. A temporary tank and service will be maintained by the oil company now supplying fuel oil to the building, but the contractor shall make the temporary connection to the present boiler supply line. The contractor shall also furnish and connect all necessary new galvanized iron pipes and fittings from the tank to the boiler feed, including suction and return pipes, vents, filler, and sound pipes. He shall also replace present oil gauge at the new tank location. If an antisyphon valve is required, the same shall be furnished and installed by the contractor.

It is planned to run the suction and return lines under the concrete floors of the meter room, lounge room, and boiler room as indicated on the enclosed sketch, and the cutting of the concrete floors, the digging of the necessary trenches, and the backfilling of same shall be done under this contract. These pipes shall be connected to the west end of present piping in front of the boilers, while the east end of this piping shall be disconnected from present temporary service and securely closed off.

The entire installation shall be properly tested for leaks, and all materials and workmanship shall comply with the rules and regulations of the City of Portland.

All repairs to concrete floors, where same have been cut for pipe installation, the new concrete sidewalk slab over the tank, and the new C. I. manhole and cover for access to tank manhole, will be furnished and placed by others.

A priority rating of A-4 is available for this job.

RECEIVED
DEC 11 1941
FOR FILING

306-A-1

#2476

December 10, 1941

Edlefsen-Haygandt Co.,
Post Office Box 5626,
Portland, Oregon.

Gentlemen:

Your letter of December ninth referring to my letter of the second is disappointing to the Highway Commission.

You say in your letter "Inasmuch as title to said property has not yet been acquired by the City, either by purchase or Court adjudication, we feel we must exercise our right under the terms of our contract by asking that we be relieved of this section of the project."

Under the City's charter provisions the city has taken possession of the property and has made the property available for use in connection with the project to the same extent and in the same manner as other properties were made available. It is true that the property owners have appealed from the City's award, but we are advised by the city officials that such appeal in nowise interferes with the City's right to take possession of the property. The City's possession has been made available to the State and the State joined with you in a plan to go forward with the work at this time, and assured you that any damage which you may be required to pay by reason of trespass on the property will be taken care of by the State.

You asked that you be permitted to proceed with the work. Such permission was granted and arrangement was made therefor. It is recognized that the work cannot well be done now on account of holiday shopping, but it is desired by the Commission that the work be carried forward with all possible dispatch following the Christmas season.

I shall appreciate further word from you.

Yours very truly,

R. H. Baldock
Chief Engineer

RHBtPW
JMD

...WEYGANDT
...SIDENT & MANAGER

UNIVERSITY 0013

Edlefsen-Weygandt Co.

GENERAL
CONTRACTING

P. O. BOX 5626
9333 N. CALVERT AVE.

PORTLAND, OREGON
December 9, 1941

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

Re: Improvement of Front Avenue, - Washington Street to Clay St., Pacific Highway. Contract #2476.

Referring to your letter of the 2nd instant.

By reason of the fact we have been put on notice by the owners of the Public Market on a number of occasions that we face a damage suit for a large amount if we proceed with the section of the work surrounding the market building and further, that, inasmuch as title to said property has not yet been acquired by the City, either by purchase or Court adjudication, we feel we must exercise our right under the terms of our contract by asking that we be relieved of this section of the project. We understand that the Court action is now being rushed and by spring the Supreme Court will be able to render a final decision.

If you and the City can then turn over the property to us, free from threatening notices, we will then be glad to consider reinstatement of the work in our contract as extra work.

I am quite sure you appreciate our actions and we can assure you that we are only too glad to co-operate with you to the fullest extent.

Very truly yours,
Edlefsen-Weygandt Co.

By Gordon Weygandt
Gordon Weygandt
Manager

...ED
DEC 10 1941
...

RECEIVED
DEC - 3 1941

306-a-1

#2476

December 2, 1941

Edlefsen-Haygood Company
9233 N. Calvert Street
Portland, Oregon

Contract No. 2476

Gentlemen:

You are hereby directed to proceed at your early convenience with the construction of the Front Avenue Project in the vicinity of the Market Building. This work is to consist of the following items:

1. Cut back the curb and sidewalk on Front Avenue and repave area between old pavement and new curb.
2. Install new fuel tank near south end of the Building and make suitable connections along Harbor Drive to the existing fuel pipes leading into the Building. Remove old fuel tank.
3. Remove back platform, perform grading, and install curb back of Building in accordance with the contract.
4. Restore so much of the back platform in timber construction as the engineer may direct.
5. Place gravel base and crushed topping back of the Building so that operators may have access to the back platform. This area to be paved as early in the spring as feasible.

Items No. 2 and No. 4 are to be done force account and orders will be prepared immediately. All other items mentioned above are covered by the contract and are to be paid for at contract unit prices.

The State has full authority to perform this work under condemnation proceedings by the City of Portland. The State will save you harmless from any suit brought for alleged trespass. You are under no obligation for alleged damage to the Market Building other than the obligations you have under the contract to any other property immediately adjacent to the right of way on which you are performing work.

However, the work adjacent to the building should be performed in such manner as to cause as little inconvenience as possible to the tenants and operators of the building. The sidewalk and curb should be removed and replaced for about one-third only of the frontage at a time. Connections from the new fuel tank to the fuel lines should be made so as to cause no interruption of heating. The removal of the back platform and grading and placing of new gravel surface should be coordinated so that access to the back of the building will not be entirely cut off at any time.

Very truly yours,

FMB
EAG/er

Chief Engineer

cc Commissioner Bowes
Fidelity and Deposit Co. of Maryland

RECEIVED
DEC 17 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 24, 1941

Subject:

To: Memorandum:

The following is a brief statement of the conference held in Commissioner Bowes' office in the City Hall in Portland, Oregon, which was attended by the following persons: Mayor Riley, Commissioner Bowes, Mr. Apperson, Mr. Morrow, Mr. Regan, Mr. Latourette, Mr. Humphries, Mr. Cabell, Mr. Clough, Mr. Baldock, Mr. Glaisyer, Mr. McCallister and the writer. The subject discussed was the same subject which was discussed some days previous when a conference was held at the public market attended by some of the above named persons.

As a result of the conference it was agreed that the contractor should be told to go forward with the work which involved the public market and that he would be relieved of any responsibility to respond in damages predicated upon trespass. The city officials represented that when the proceedings for the acquisition of the market property are completed the award agreed upon would be deposited in court and the public would then be in position to take legal possession of the property and proceed with the public improvement.

It was also agreed that the City and the Highway Commission would select an appraiser and a building construction engineer or architect and instruct them to determine what must be done to the building in order to meet the new situation and then determine the total amount of money which the public should pay to the owners of the building as damages by reason of the encroachment upon the property in connection with the Front Avenue improvement. It was also agreed that the owners of the property would be asked to do the same thing and then a conference would be arranged for a discussion of the several appraisals to determine whether or not an agreement with respect to the damages can be reached. It was definitely determined, however, that no consideration will be given to the litigation now pending. In other words, the litigation between the City and the public market owners will have nothing to do with the determination or attempt to determine the damages to be paid by reason of the Front Avenue improvement.

After leaving Commissioner Bowes' office I went to Mr. Latourette's office and he then called Mr. Cookingham and advised him of the results of the meeting. It was also the agreement of both the City and the State that the findings of the appraisers were to be advisory only and would not be binding on either of the parties. In other words, this effort to reach an agreement is not in the nature of an arbitration and is not to have the control or binding effect that usually flows from arbitration.

JMD:PW

J. M. DEVERS

cc Henry F. Cabell
R. H. Baldock

State Highway Engineer
NOTED

RECEIVED
NOV 13 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1941

Subject:

To: Mr. R. H. Baldock,
Office.

Dear Sir:

I have read the copy of the letter written to Edlefsen-Weygandt Co. by the law firm of Cookingham and Hanley and I have read the contractor's letter to you, both of which have to do with work on Front Avenue involving the public market.

The public market along with all other properties on Front Avenue is under the City's condemnation proceedings and I am advised by the City Attorney that the City and the State are at liberty to go upon the property to do whatever work is necessary in connection with the proposed street improvement.

The contractor has been kept off that property merely to accommodate and assist the owners of the property and the parties engaged in the pending litigation.

I believe, however, that protected by the City's condemnation proceedings the State and the State's contractor may, without liability in so far as title to the property is concerned, go forward with the work. The contractor, in my opinion, will be under no greater liability with respect to that property than he is with respect to any other property. It is purely a right of way controversy. The contractor would be liable to the owners of the public market to the same extent that it would be liable to other property owners and no more.

I suggest that this subject be brought up for discussion at the Commission's meeting next Monday.

Yours very truly,

J. M. DEVERS
State Highway Engineer

NOTED

JMD:PW

RECEIVED
DEC 12 1941

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1941

306-A-1

Subject: Changes in Market Building on Front Avenue

To: Mr. R. H. Baldock
Chief Engineer

REFERRED TO
By Chief Engineer
APPROVED
State Highway Engineer

Dear Sir:

Mr. Frank Young and Contractor Weygant are investigating the changes to be made at the Market Building before the new construction at the back of the building is performed.

A heating expert, Mr. DeTemple, is preparing a plan and estimate for moving the fuel oil tank from the back of the building to a location under the sidewalk on Front Avenue in front of the building. The City Fire Marshall has been consulted. Mr. DeTemple states that the fuel tank cannot very well be placed in Salmon Street because the intake pipes would be too long for satisfactory operation. The existing fuel tank is of 5000-gallon capacity, 22 feet long by 75 inches in diameter, of 1/4-inch steel plate. Arrangements have been made with the fuel oil people so that they can spot a tank truck back of the building while the old tank is being moved to its new position so the state will not need to buy another tank.

The present plan is to secure a plan which is satisfactory to the Market people and have Weygant do the work on a price agreement basis.

In addition, there is at the back of the building a door through which they receive sawdust which is used as an alternate fuel in their heating system. Frank Young will have a plan studied out to receive sawdust on Front Avenue and transport it across the basement to the furnace.

There is also in the back of the building pipes through which gasoline is delivered to the building and plans will be made to receive gasoline on Front Avenue instead.

The operators of the Market are anxious that we do not disturb them during the holiday period which will continue for the next three weeks. Contractor Weygant is not anxious to go to work on this immediately but I trust that these alterations can be made shortly after the first of the year.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC/er
cc H. G. Smith
W. C. Williams (2)
Portland

RECEIVED
NOV 17 1942
FOR FILING

20(5-A-1)

November 8, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of substitute estimate for auditing vouchers for the Front Street (Washington Street-Clay Street) Section, Project No. ORE-PAP 306-A (1).

Very truly yours,

H. E. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Highway Project No. SN-PAP 306-A (1)

FRONT AVENUE (WASHINGTON ST.-CLAY ST.) SECTION OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Substitute Estimate for Auditing Vouchers. Based on low bid prices.)

Salem, Oregon, November 7, 1941

74' Roadway (Sta. 99+72 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 25,746.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		198.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
200	lin. ft.	18" Sewer Pipe	2.00	400.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
28	only	Concrete Inlets	20.00	560.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00

All Required		Resetting Bollards and Anchors (30%)		$ 240.00
All Required		Preparation of Harbor Wall (10%)		790.00
All Required		Electrical Work (6%)		198.00
	lin. ft.			$ 8,579.00
			Subtotal	$ 89,779.25
			10% Engr. & Cont.	8,935.52
			Total	$ 98,295.17
		Length	0.129 mile	
		Cost per mile	$ 761,977.06	

44' Roadway (Sta. 106+41 to 115+15) (Contract No. 2475)

All Required		Removing Buildings and Backfilling Basements (6%)		$ 2,266.80
130	cu. yds.	Sand Backfill in Basements	$ 1.20	156.00
All Required		Clearing and Grubbing		245.00
990	sq. yds.	Removal of Pavement	.40	396.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
1,200	lin. ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		480.00
2	only	Strengthening Bulkheads	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
210	cu. yds.	Structural Excavation, Unclassified	1.25	262.50
3,600	cu. yds.	General Excavation, Unclassified	.40	1,728.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	8" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Water Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	18.00	576.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$	108.00
All Required		Constructing Recesses for Traffic Control Markers (30%)			37.50
775	lin. ft.	3/4" Electrical Conduit	.35		271.25
60	lin. ft.	1½" Electrical Conduit	1.41		84.60
1,700	lin. ft.	1½" Electrical Conduit	.48		816.00
1,000	tons	3" - 0" Gravel in Base	.70		700.00
1,700	tons	1½" - 0" Material in Base	1.75		2,975.00
199	tons	3" - 0" Material in Cushion Course	1.75		348.25
38	Angle.	Splitting	2.00		76.00
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75		8,225.00
570	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20		114.00
930	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11		102.30
490	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.13		67.70
2,750	lin. ft.	Contraction Joints	.03		82.50
770	only	Dowel Bars	.20		114.00
2,190	lbs.	Tie Bars and Reinforcement	.055		116.60
1,620	tons	Class "B" Asphaltic Concrete	4.60		7,452.00
510	tons	Class "C" Asphaltic Concrete	4.50		2,295.00
				$	39,888.50

Morrison Street Undercrossing Contract
(Sta. 105+44 to 105+95.7) (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (10%)		$	450.00
30	cu. yds.	Structural Excavation	$ 3.00		450.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00		10.00
100	cu. yds.	Class "A" Concrete	25.00		2,500.00
10,700	lbs.	Metal Reinforcement	.07		749.00
20	lin.	Copper Slot Drains	1.00		20.00
220	lin. ft.	Metal Handrail on Bridge	7.00		1,540.00
All Required		Resetting Bollards and Anchors (30%)			240.00
All Required		Preparation of Keyber Wall (10%)			1,750.00
All Required		Electrical Work (4%)			132.00
				$	6,027.00
		Subtotal		$	45,915.50
		10% Engr. & Cont.			4,591.55
		Total		$	50,507.05
		Length	0.165 mile		
		Cost per mile	$ 306,063.33		

68) Roadway (Sta. 115+15 to 121+05) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14)		$ 3,[illegible].00
820	cu. yds.	Sand Backfill in Basements	$ 1.70	[illegible].00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	[illegible].00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
18	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	162.00
18	lin. ft.	Removal of Type "B" Car Track	.75	13.50
710	cu. yds.	Structural Excavation, Unclassified	1.25	[illegible].50
7,200	cu. yds.	General Excavation, Unclassified	.45	3,[illegible].00
6,380	yd. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
30	lin. ft.	6" Sewer Pipe	.50	15.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
19	cu. yds.	Concrete Traffic Separators	20.00	380.00
70	sq. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (30)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1½" Electrical Conduit	.44	286.00
1,600	lin. ft.	1½" Electrical Conduit	.48	768.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.05	360.00
290	lin. ft.	Metal Guard Rail	1.25	362.50
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	¾" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (12%)		33.00
510	lin. ft.	¾" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	¾" x 7" Expansion Joints in Pavement	.20	126.00
518	lin. ft.	¾" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,350	lin. ft.	Contraction Joints	.03	100.50
670	only	Dowel Bars	.20	126.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
		Subtotal		$ 45,387.50
		10% Engr. & Cont.		4,538.75
		Total	$ 2.30	$ 49,926.25
		Length	.098 mile	
		Cost per mile	$ 509,441.32	

STRUCTURES

Morrison Street Undercrossing (Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (80%)		$ 4,000.00
2,690	cu. yds.	Structural Excavation	$ 3.00	8,070.00
95	cu. yds.	Structural Excavation Below Elevation Shown	5.00	475.00
6,000	lin. ft.	Furnish Treated Piling	.85	5,100.00
90	only	Drive Treated Piling	20.00	1,800.00
1,150	cu. yds.	Class "A" Concrete	25.00	28,750.00
131,700	lbs.	Metal Reinforcement	.07	9,219.00
1,050	lbs.	Copper and Bronze	1.00	1,050.00
All Required		Resetting Bollards and Anchors (40%)		320.00
All Required		Preservation of Harbor Wall (80%)		2,320.00
All Required		Rebuilding Steel Truss Spans		10,000.00
1.5	M-FBM	Cedar Lumber	100.00	150.00
5.0	M-FBM	Douglas Fir Lumber	100.00	500.00
All Required		Remove and Relay Street Car Rails		1,000.00
All Required		Electrical Work (90%)		2,880.00
7,000	sq. ft.	Tile Lining in Tunnel	.95	6,650.00
216	lin. ft.	Single Pipe Rail on Stairs	2.00	432.00
184	lin. ft.	Double Pipe Rail on Stairs	3.00	552.00
190	lin. ft.	Metal Handrail on Stairwells	8.00	1,520.00
590	lin. ft.	Metal Handrail on Bridge	7.00	4,130.00
330	lin. ft.	6" Concrete Sewer Pipe	1.50	495.00
55	lin. ft.	4" Cast Iron Soil Pipe	1.00	55.00
1,800	sq. yds.	Membrane Waterproofing	1.70	3,060.00
				$ 91,996.00

Structural Steel for Morrison Street Undercrossing (Contract No. 2507)

54,000	lbs.	Structural Steel	$ .06	$ 3,240.00
All Required		Revision of Truss Members		6,315.00
				$ 9,555.00

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required		Removal of Old Bridge and Maint. Traffic		$ 2,500.00
All Required		Shoring, Cribbing, Etc.		1,250.00
280	cu. yds.	Structural Excavation	$ 2.50	700.00
30	cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
820	cu. yds.	Class "A" Concrete	21.50	17,630.00
116,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00
700	lbs.	Copper and Bronze	.50	350.00

460 lin. ft.	Metal Handrail		$ 5.00	$ 2,300.00
All Required	Remodel Existing Bridge			500.00
				$ 31,120.00
		Subtotal		$132,671.00
		10% Engr. & Cont.		13,267.10
		Total		$145,938.10
		Length of Structures	0.00 mile	

SUMMARY OF ITEMS INCLUDED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway			
74' Roadway	$ 98,293.17	$ 51,330.00	$ 46,963.17
44' Roadway	30,300.45	26,372.00	24,128.45
68' Roadway	63,292.50	33,156.00	30,136.50
80' Roadway	49,926.75	26,072.00	23,854.75
Structures	145,932.10	76,210.00	69,722.10
	$408,145.97	$213,140.00	$195,012.97
1940 Federal Aid Funds	$ 89,532.68	Length	0.712 mile
1941 Federal Aid Funds	$123,607.32	Length	0.796 mile

Oregon State Highway Department

Federal Aid Highway Project
No. SH-FAP 306-A (1)

FRONT AVENUE SECTION (WASHINGTON ST.-CLAY ST.)

OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications for Morrison Street Underpassing)

Salem, Oregon, August 18, 1941

74' Roadway (Sta. 99+62 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 23,746.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		192.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
210	lin. ft.	15" Sewer Pipe	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
28	only	Concrete Inlets	20.00	560.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00

All Required		Resetting Bollards and Anchors (30%)		$ 300.00
All Required		Preparation of Harbor Wall (10%)		150.00
All Required		Electrical Work (6%)		180.00
		Subtotal		$ 7,731.00
		10% Engr. & Cont.		773.00
		Total		$ 8,504.00
		Length	0.129 mile	
		Cost per mile	$ 751,356.20	74,778.06

44' Roadway (Sts. 106+44 to 115+15) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (6%)		$ 2,286.60
250	cu. yds.	Sand Backfill in Basements	$ 1.20	156.00
All Required		Clearing and Grubbing		247.00
398	sq. yds.	Removal of Pavement	.40	238.00
678	sq. yds.	Removal of Sidewalks	.30	203.00
1,200	lin. ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		480.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600	cu. yds.	General Excavation, Unclassified	.48	1,728.00
14,000	yd. stn.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	8" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Sewer Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	12.00	376.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$ 108.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
60	lin. ft.	1" Electrical Conduit	.44	26.40
1,700	lin. ft.	1½" Electrical Conduit	.48	816.00
1,000	tons	3" - 0" Gravel in Base	.70	700.00
1,700	tons	1½" - 0" Material in Base	1.75	2,975.00
190	tons	¼" - 0" Material in Cushion Course	1.75	332.50
38	M-gals.	Sprinkling	2.00	76.00
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00
570	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	114.00
930	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	102.30
450	lin. ft.	¼" x 7" Expansion Joints in Pavement	.15	67.50
2,750	lin. ft.	Contraction Joints	.03	82.50
570	only	Dowel Bars	.20	114.00
2,120	lbs.	Tie Bars and Reinforcement	.055	116.60
1,620	tons	Class "B" Asphaltic Concrete	4.65	7,533.00
510	tons	Class "C" Asphaltic Concrete	4.58	2,336.80
				$ 39,862.50

Morrison Street Undercrossing Contract
(Sta. 106+41 to 115+52.71) (Estimated Prices) Contract No. 2514)

All Required		Shoring, Cribbing, Etc. (08%)		$ 160.00
50	cu. yds.	Structural Excavation	$ 2.50	125.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00
100	cu. yds.	Class "A" Concrete	23.00	2,300.00
10,700	lbs.	Metal Reinforcement	.06	642.00
20	lbs.	Copper and Bronze	1.00	20.00
220	lin. ft.	Metal Handrail on Bridge	6.00	1,320.00
All Required		Resetting Bollards and Anchors (30%)		300.00
All Required		Preparation of Harbor Wall (10%)		130.00
All Required		Electrical Work (4%)		100.00
				$ 5,147.00
		Subtotal		$ 45,009.50
		10% Engr. & Cont.		4,500.95
		Total		$ 49,510.45
		Length	0.165 mile	
		Cost per mile	$ 300,196.66	

68. Roadway (Sta. 115+15 to 121+85) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14%)		$ 5,149.20
828	cu. yds.	Sand Backfill in Basements	$ 1.20	994.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
18	lin. ft.	Removal of Type "B" Car Track	.75	13.50
710	cu. yds.	Structural Excavation, Unclassified	1.25	887.50
7,200	cu. yds.	General Excavation, Unclassified	.45	3,240.00
6,380	yd. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
2	only	Type "B" Manholes	70.00	140.00
60	lin. ft.	1" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
19	cu. yds.	Concrete Traffic Separators	20.00	380.00
70	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		37.50
772	lin. ft.	3/4" Electrical Conduit	.35	270.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1½" Electrical Conduit	.44	286.00
1,600	lin. ft.	1½" Electrical Conduit	.48	768.00

3,000	tons	3" – 0" Gravel in Base	$ .70	$ 2,100.00
3,920	tons	1½" – 0" Material in Base	1.75	6,912.50
200	tons	½" – 0" Material in Cushion		
		Course	1.75	350.00
37	M-gals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
390	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	78.00
540	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	59.40
360	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	54.00
2,300	lins. ft.	Contraction Joints	.03	69.00
390	only	Dowel Bars	.20	78.00
2,560	lbs.	Tie Bars and Reinforcement	.055	140.80
2,360	tons	Class "B" Asphaltic Concrete	4.60	10,856.00
610	tons	Class "C" Asphaltic Concrete	4.50	2,745.00
			Subtotal	$ 37,780.75
			10% Engr. & Cont.	3,778.05
			Total	$ 63,892.80
		Length	0.112 mile	
		Cost per mile	$ 566,898.21	

80' Roadway (Sta. 121+05 to 126+25) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (10%)		$ 3,678.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
1	only	Removal of Manholes	20.00	20.00
232	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,088.00
860	lin. ft.	Removal of Type "A" Car Track	1.00	860.00
382	lin. ft.	Removal of Type "B" Car Track	.75	436.50
120	cu. yds.	Structural Excavation Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. sta.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.05½	396.00
230	lin. ft.	Metal Guard Rail	1.25	362.50
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	¾" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (12%)		39.00
720	lin. ft.	¾" Electrical Conduit	.36	259.20
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	¼" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	¾" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	¾" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	¾" x 7" Expansion Joints in Pavement	.15	45.00
3,550	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
		Subtotal		$ 45,387.30
		10% Engr. & Cont.		4,538.95
		Total		$ 49,926.25
		Length	.098 mile	
		Cost per mile	$ 509,441.32	

Morrison Street Undercrossing (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (80%)		$ 1,600.00
2,690	cu. yds.	Structural Excavation	$ 2.50	6,725.00
95	cu. yds.	Structural Excavation Below Elevation Shown	5.00	475.00
6,000	lin. ft.	Furnish Treated Piling	.90	5,400.00
90	only	Drive Treated Piling	30.00	2,700.00
1,150	cu. yds.	Class "A" Concrete	23.00	26,450.00
131,700	lbs.	Metal Reinforcement	.06	7,900.00
1,050	lbs.	Copper and Bronze	1.00	1,050.00
All Required		Resetting Bollards and Anchors (40%)		400.00
All Required		Preparation of Harbor Wall (80%)		1,200.00
All Required		Rebuilding Steel Truss Spans		20,000.00
1.5	M-FBM	Cedar Lumber	100.00	150.00
5.0	M-FBM	Douglas Fir Lumber	100.00	500.00
All Required		Remove and Relay Street Car Rails		500.00
All Required		Electrical Work (90%)		2,700.00
7,000	sq. ft.	Tile Lining in Tunnel	1.20	8,400.00
210	lin. ft.	Single Pipe Rail on Stairs	3.00	630.00
104	lin. ft.	Double Pipe Rail on Stairs	4.00	416.00
190	lin. ft.	Metal Handrail on Stairwells	5.00	950.00
390	lin. ft.	Metal Handrail on Bridge	5.00	1,950.00
330	lin. ft.	6" Concrete Sewer Pipe	1.00	330.00
55	lin. ft.	4" Cast Iron Soil Pipe	1.00	55.00
1,800	sq. yds.	Membrane Waterproofing	1.50	2,700.00
				$ 94,533.00

Structural Steel for Morrison Street Undercrossing (Contract No. 2507)

54,000	lbs.	Structural Steel	$ .06	$ 3,240.00
All Required		Revision of Truss Members		6,315.00
				$ 9,555.00

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required		Removal of Old Bridge and Maint. Traffic		$ 2,500.00
All Required		Shoring, Cribbing, Etc.		1,250.00
280	cu. yds.	Structural Excavation	$ 2.50	700.00
30	cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
820	cu. yds.	Class "A" Concrete	21.50	17,630.00
116,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00
700	lbs.	Copper and Bronze	.50	350.00

460 lin. ft.	Metal Handrail	$ 5.00	$ 2,300.00
All Required	Remodel Existing Bridge		500.00
			$ 31,120.00
	Subtotal		$135,208.00 13267.00
	10% Engr. & Cont.		13,520.80 1326.70
	Total		$148,728.80 14593.70

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway			
74' Roadway	$ 5,792.37	$ 50,928.00 5183.00	$ 45,934.37 4696.17
44' Roadway	29,775.45 50,500.05	26,027.00 2637.00	23,503.45 2412.45
68' Roadway	63,492.60	33,362.00 3315.00	30,130.60 3033.60
80' Roadway	49,986.20	26,234.00 2607.00	23,692.20 2385.25
Structures	145,938.80 14593.70	76,579.00 7631.00	72,139.80 6962.70
	$408,602.47 408.52.57	$213,140.00	$195,462.47 19501.27

1940 Federal Aid Funds $ 89,732.68 Length 0.212 mile
1941 Federal Aid Funds $123,607.32 Length 0.298 mile

Morrison Street Undercrossing (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (80%)		$ 1,600.00
2,690	cu. yds.	Structural Excavation	$ 2.50	6,725.00
95	cu. yds.	Structural Excavation Below Elevation Shown	5.00	475.00
6,000	lin. ft.	Furnish Treated Piling	.90	5,400.00
90	only	Drive Treated Piling	30.00	2,700.00
1,150	cu. yds.	Class "A" Concrete	23.00	26,450.00
131,700	lbs.	Metal Reinforcement	.06	7,902.00
1,050	lbs.	Copper and Bronze	1.00	1,050.00
All Required		Resetting Bollards and Anchors (40%)		400.00
All Required		Preparation of Harbor Wall (80%)		1,200.00
All Required		Rebuilding Steel Truss Spans		20,000.00
1.5	M-FBM	Cedar Lumber	100.00	150.00
5.0	M-FBM	Douglas Fir Lumber	100.00	500.00
All Required		Remove and Relay Street Car Rails		900.00
All Required		Electrical Work (90%)		2,700.00
7,000	sq. ft.	Tile Lining in Tunnel	1.20	8,400.00
210	lin. ft.	Single Pipe Rail on Stairs	3.00	630.00
104	lin. ft.	Double Pipe Rail on Stairs	4.00	416.00
190	lin. ft.	Metal Handrail on Stairwells	5.00	950.00
550	lin. ft.	Metal Handrail on Bridge	6.00	3,300.00
530	lin. ft.	6" Concrete Sewer Pipe	1.00	530.00
95	lin. ft.	4" Cast Iron Soil Pipe	1.00	95.00
1800	sq	Membrane Waterproofing	1.50	2700.00

Structural Steel for Morrison Street Undercrossing (Contract No. 2507)

54,000	lbs.	Structural Steel	$ .06	$ 3,240.00
All Required		Revision of Truss Members		6,315.00
				$ 9,555.00

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required		Removal of Old Bridge and Maint. Traffic		$ 2,500.00
All Required		Shoring, Cribbing, Etc.		1,250.00
280	cu. yds.	Structural Excavation	$ 2.50	700.00
30	cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
820	cu. yds.	Class "A" Concrete	21.50	17,630.00
116,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00
700	lbs.	Copper and Bronze	.50	350.00

460 lin. ft.	Metal Handrail	$ 5.00	$ 2,300.00	
All Required	Remodel Existing Bridge		500.00	
			$ 31,120.00	
		Subtotal	~~$132,300.00~~	135 308.00
		10% Engr. & Cont.	~~13,230.00~~	13 520.80
		Total	~~$145,758.80~~	148 728.80

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds	
Roadway				
74' Roadway	$ 96,922.37	$ 50,928.00	$ 45,994.37	
44' Roadway	49,532.45	26,027.00	23,505.45	
68' Roadway	63,492.60	33,362.00	30,130.45	
80' Roadway	49,926.25	26,234.00	23,692.25	
Structures 148,728.80	~~145,758.80~~	76,589.00	~~69,169.80~~	72,139.80
	~~$405,632.47~~	$213,140.00	~~$192,492.32~~	195 462.80
	408 602.47			
1940 Federal Aid Funds	$ 89,532.68	Length	0.212 mile	
1941 Federal Aid Funds	$123,607.32	Length	0.292 mile	

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306-a-1

R

October 29, 1941

Ellefsen-Seygandt Company,
9233 North Calvert Avenue,
Portland, Oregon.

Re: Contract No. 2476

Gentlemen:

Please treat this letter as your authority to excavate approximately five feet below grade at Station 106+50, which area slopes to no excavation at Station 108+00. The work must be performed in such a manner as to keep the platform adequately supported at all times. After finishing grade at excavation cover with gravel ballast as shown on plans.

Please carry on your work with as little interruption or inconvenience as possible to the tenants in the Market Building.

Yours very truly,

R. H. Baldock
Chief Engineer

RHB:FW
JMD

FEDERAL WORKS AGENCY

PUBLIC ROADS ADMINISTRATION

DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

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NOV 17 1942
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October 24, 1941

306-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the first progress voucher recently submitted for work done on Oregon Federal Aid Project SN-FAP 306-A (1), Washington St.-Clay St. Section of the Front Avenue Project in Portland, up to September 15, 1941.

The project agreement involves construction under four separate contracts as follows:

No. 2455	Lindstrom Bros.	Hawthorne Bridge Undercrossing
No. 2476	Edlefsen-Weygandt Co.	Roadway
No. 2507	Pool & McConigle	Steel, Morrison St. Undercrossing
No. ?	Birkemeier & Saremal	Construction " " "

To date we have received copies of only the Lindstrom contract, No. 2455.

The agreement estimate is based on contract prices for the first two contracts and estimated prices for the remaining work. The substitute estimate dated August 18, 1941, is revised and based on bid prices for the first three contracts, but estimated prices for the fourth.

Will you please send us seven copies of a new substitute estimate revised to show all items at contract prices, and the customary copies of the three other contracts. If you should desire to increase the amount of Federal Aid over and above the project agreement amount up to the allowable percentage of the total contract cost, plus 10%, the estimate should be a revised project agreement estimate, accompanied by a request for the increased Federal Aid. That is, if the agreement is to be modified, this is the time to do it. If this is desired, we will return the voucher to you for revision on the basis of the proposed modification.

Until receipt of the requested information it will be necessary to hold the voucher without action.

Very truly yours,

W. H. LYNCH
District Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 2, 1931

306-A-1

#2476

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of August 11, submitting Price Agreement No. 1 for construction of underground work for street lighting system on SN-FAP 306-A (1), Front St. project, and to Mr. Paxson's letter of August 12, submitting Price Agreement No. 2 on SN-FAP 306-A (1), Hawthorne Bridge approach, covering excavation for transformer room.

This question was taken up with our Washington Office, and we are today in receipt of advice that Federal funds should not participate in this work. We are therefore returning copies of the price agreements.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

Copy to Paxson
Light. 3

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SEP 4 1941
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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

206-A-1

Salem, Oregon
September 2, 1941

Subject: Lighting Conduits for Front Avenue Project (Washington Street-Clay Street Section)

To: Mr. E. A. Collier
Division Engineer
State Highway Department
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

I have your letter of August 30 advising that 1½" Bo-crete duct is not available and that it will be necessary to substitute the 2" duct. We cannot hold this work up, and it will be necessary to make the substitution at the increased price. In accordance with Mr. Weygandt's letter of July 30, I understand that this is to be a lump sum of $487.50. Will you please make up a supplemental price agreement modifying the price agreement already issued. The matter has been discussed with Mr. McCullough, and Mr. Weygandt can be advised to place his order now.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc S. H. Probert
C. B. McCullough

NOTED
Asst. State Highway Engineer

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AUG 25 1941
FOR FILING

406-A-1

August 23, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

As requested in your letter of August 12, we are sending, under separate cover, five blueprint copies of supplemental sheet 3-A of the plans for the Washington Street-Clay Street Unit of the Front Avenue Project, SM-FAP 306-A (1).

The suggestion that the north ends of the traffic separators at Washington, Main and Jefferson Streets be cut back to provide easier access to Harbor Drive from the streets mentioned, meets with our approval and will be followed.

All traffic separators are being constructed with 45° sloping edges. The vertical curbs (1" batter) are being used only on the center line island and other islands which are to serve as pedestrian refuges.

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

SEP:ER

cc to Mr. John Beakey
Mr. E. A. Collier
Mr. F. T. Young

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AUG 25 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

August 22, 1941

RECEIVED
AUG 25 1941
STATE HIGHWAY
POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of August 12th in reply to Mr. Probert's letter of July 25th relative to supplemental sheets 3-A of the plans for SN-FAP 306-A (1), the Washington Street-Clay Street Section of the Front Street Project.

A review of sheet 3-A shows the reduction in width and lateral shifting of the center-dividing strip at the Washington, Main and Jefferson Street intersections, which should facilitate the left-turning movements at these points. However, the concrete traffic separator at Jefferson Street extends 20 feet north of the south end of the center-dividing strip, and at Main Street the traffic separator is terminated directly opposite the south end of the dividing strip.

As suggested, it is believed these traffic separators could well be cut back to a point about 20 feet south of the south end of the median strip, which will make for greater ease in accomplishing a left turn into Harbor Drive.

Your views on this and other points discussed in our August 12th letter would be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. Caufield
L. J. Caufield
Sr. Highway Engineer

See our letter of August 23rd in reply to PRA letter of Aug. 12th

2 copies

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
August 12, 1941

AUG 13 1941
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of July 25 relative to changes made in Oregon SN-FAP 306-A (1), the Washington Street-Clay Street portion of the Front Street Project. In that letter you advised that five prints of supplemental sheet No. 3-A were being submitted under separate cover. However, to date, these prints have not been received, and request that as they are apparently lost in the mails that additional prints be submitted.

In a review of the plans, our Washington office suggests that the length of the traffic separator be decreased by cutting off a few feet from its northerly end and substituting therefor a flush strip of some material which contrasts in color and texture with the adjacent through traffic lanes. These traffic separators can be shortened to permit approximately 20 feet between the end of the median strip and the northerly end of the separator and still not encourage north-bound traffic outside the separator to use this space for left turns from Harbor Drive.

Also, as regards the 45° slope, it is satisfactory to use the curb face of 7" with 1" batter where the islands serve partly as a refuge for pedestrians; however, it is preferred that the "concrete traffic separator" islands be constructed so as to be easily mountable because of the unusual location of the separators and the confined roadway widths at the points tending to force numerous vehicles to contact the curb.

Very truly yours,

W. H. LYNCH
District Engineer

Copy sent to Brokaw on Aug. 18th for the recommendations

RECEIVED

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 19, 1941

306-A-1

2476

Subject: Paving under Hawthorne Bridge

To: Mr. R. H. Baldock
Chief Engineer
State Highway Department
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

In compliance with request from yourself and Mr. McCullough, I have discussed with contractor Weygandt the possibility of paving under the Hawthorne Bridge this fall so that Front Avenue traffic could be detoured under this bridge when Morrison Bridge is closed. The contractor has not planned to construct the concrete pavement on Harbor Drive under this bridge until early next spring. He hopes to have the grading finished and the gravel top placed this fall. If we should have an open fall, it might be possible for him to place the concrete pavement in October, for a section each way from Hawthorne Bridge.

However, it is now necessary to extend the center pier footing and the west abutment footing and to jack up the bridge. This will interfere with grading and paving operations under the bridge. Frank Young and I have in mind the usefulness of Harbor Drive under Hawthorne Bridge, and if it appears possible, after the bridge is jacked up and excavations backfilled, to pave there, we will ask the contractor to do so.

Very truly yours,

E. A. Collier
Division Engineer

EAC:IH
CC: C. B. McCullough
F. T. Young

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NOV 17 1942
FOR FILING

August 18, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of form PR 45 to accompany plans and specifications for the Morrison Street Undercrossing, Project No. SH-FAP 306-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

PR 46

Bridge (Morrison Street Undercrossing) (Revised)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Oct. 1, 1941 State Oregon

Completion Date (Est.) March 1, 1941 Project No. [illegible]-PAP 306-A (1)

Estimated Total Cost Br. $ 114,729.10 Length: Miles 0.0

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	2,250	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	2,100	7	Reinforcing steel	Lb.	156,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	94,000
4	Lumber	M.	154	10	Explosives	Lb.	
5	Timber piling	Lft.	6,000				

MORRISON STREET UNDERPASSING

PROJECT NO. SM-FAP 306-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

August 18, 1941

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8/14/41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1941

306.0-1

Subject:

To: Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

At one of the last two meetings of the State Highway Commission I was instructed to check for the Commission's records whether or not Edlefsen-Weygandt had refunded to the City the rentals which had been collected on parking lots on the Front Street project.

We now are in receipt of a letter from Mr. Lester W. Humphreys, Deputy City Attorney, reading as follows:

"I wish to advise you that Mr. Weygant has now paid to the City Treasurer the full amount which he agreed to turn over to the City and State on the rentals which he had collected for parking lots on Front Avenue, to wit, $190.00 and $294.50, making a total of $484.50."

For your information the amounts which have been refunded are the amounts which were agreed upon in the office of Mr. Latourette and is stated in my report to the Commission.

Yours very truly,

J. W. DeSouza

J. W. DeSOUZA
Assistant Attorney

JWD:GM

cc Mr. Baldock

R

1-i 7/16/41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HILBON W. CLOUGH, MEMBER
JOHN DAY

RECEIVED
OCT 31 1941
FOR FILING

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
H. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. S. GLAISYER, SECRETARY

SALEM
July 21, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Mr. L. E. Latourette
City Attorney
City Hall
Portland, Oregon

Dear Sir:

On June sixteenth, you may recall, I was in your office with Mr. Weygandt and the agreement was that Mr. Weygandt was to pay over to the City the sums of $190.00 and $294.50 for rentals which he had collected on parking lots on the Front Street project. As I remember it, Mr. Weygandt was willing to make the payment at that time but you did not wish to accept it until the City Council had taken some action in the matter.

In order that our file may be complete, we would appreciate having you advise us as to the amounts of the payments which Mr. Weygandt has made and the dates.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AH
cc Mr. H. S. Glaisyer

R. E.

FORM E-30 REVISED 2SM 1-41

REFERRED TO
By Asst. State Highway Engineer

(12)

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 17, 1941

Subject: Collection of rentals on Front Street project

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

REFERRED TO
By Chief Engineer

Agenda

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Dear Sir:

In accordance with your request made last Saturday, I saw Mr. Weygandt in Portland on Monday, June sixteenth, and the question of collection of rentals on the Front Street project thereafter was discussed between Mr. Latourette, Mr. Humphreys, Mr. Regan, Mr. Weygandt, and myself in Mr. Latourette's office.

The facts as I have them are as follows:

1. There are three buildings on the properties under Mr. Weygandt's contract which are at present occupied. One of these is in Block 113 on property acquired from W. F. Schuller, et al., under our file 8262; one is in Block 78 on property acquired from Walter E. Gelinsky under our file 7975; and one is in Block 77 on property acquired from the Maccabees under our file 7972. This latter building is now occupied by Oregon Sheet Metal Works and Mr. Weygandt has collected rentals of $100.00 for the month of June. No rentals have been collected on any of the other buildings occupied.

2. A portion of Block 73, covered by our files 7966, 7967, 7968, and 7969, is a parking lot occupied by George L. Boone. Mr. Weygandt has collected rentals of $260.00 on this property for the month of June, based on twenty-six parking days at $10.00 per day.

3. Blocks 77 and 78, covered by our files 7972, 7973, 7974, 7975, 7976, 7977, 7978, and 7979, are a parking lot occupied by Mr. R. J. Bellin. Mr. Weygandt has collected rentals for June in the amount of $403.00, based upon twenty-six business days at $15.50 per day.

4. On account of the occupancy of the buildings Mr. Weygandt has been at some additional expense in handling his wrecking proceedings, although he could not definitely state just what this extra expense has amounted to, nor do I think that the amount could be ascertained. However, it should not be doubted that there has been some additional expense and additional inconvenience in the prosecution of his work on account of the non-vacation of the buildings.

R. E.

5. The City sent out notices to the occupants of the parking lots advising them that if they vacated by June fifteenth no rental for the first half of June would be demanded but that if they remained after that time they would be required to pay the proportional monthly rental. In all events, a demand was made to vacate by June twentieth. None of the parking lot tenants had vacated by June fifteenth and they were in operation on June sixteenth.

6. Last week Mr. Weygandt sent notices to the tenants on the parking lots to vacate within five days, which would mean that Thursday, June nineteenth, would be the last date on which they would have a right to occupy the premises.

7. Notices were sent out to the tenants of the buildings by the City to vacate by June twentieth. No demands for rental apparently were made by the City.

In our consultation in Mr. Latourette's office the following basis of settlement was agreed upon:

1. The parking lot operators would be allowed to remain in possession to and including Saturday, June twenty-first, and on the following day the City and Mr. Weygandt would take appropriate steps to barricade the premises so as to prevent parking use after that date.

2. On the property occupied by George L. Boone Mr. Weygandt will make a refund to the tenant of $70.00, consisting of seven business days at $10.00 per day. The balance of the $260.00 collected, amounting to $190.00, will be paid to the City of Portland to be credited to the Front Street fund.

3. On the property occupied by R. J. Bellin Mr. Weygandt will make a refund to the tenant of $108.50, consisting of seven business days at $15.50 per day. The balance of the $403.00 collected, amounting to $294.50, will be paid to the City of Portland to be credited to the Front Street fund.

4. Owing to the extra expense and inconvenience which Mr. Weygandt has suffered by reason of the occupancy of the buildings, no demand was made or will be made for any part of the $100.00 rental collected from Oregon Sheet Metal Works.

5. Appropriate steps will be taken by Mr. Weygandt and by the City to see that the buildings now occupied will be vacated by not later than July 1, 1941. This vacation is essential, regardless of Mr. Weygandt's needs, on account of the rodent extermination work which must be done before the buildings can be wrecked.

I stated to the City officials and to Mr. Weygandt that settlement of the controversy upon the basis outlined above definitely would be recommended by this office to the State Highway Commission and I gave assurance, in so far as I could do so, that it would be accepted by the Commission. Mr. Latourette desired to place the matter before the City Council on Thursday, June nineteenth, for the passage of an ordinance before finally accepting the total payment of $484.50 to be made by Mr. Weygandt to the Front Street fund.

I have explained the above basis of settlement to Mr. Devers and it has met with his approval.

In conclusion, I think it only fair to state that it is my belief and, so far as I can speak, the belief of the City Attorney's office that Mr. Weygandt has acted in entire good faith in collecting these rentals as he advised that in preparing his bid he thought that he would be entitled to the complete possession of the real property during the period of construction and took the anticipated rentals into consideration in preparing his bid.

Yours very truly,

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Edlefsen-Weygandt Company
Box 5626
Portland, Oregon
Attention Mr. Weygandt
cc Mr. L. E. Latourette
City Attorney
Portland, Oregon
cc Mr. H. G. Smith
cc Mr. E. A. Collier

RECEIVED
NOV 17 1942
FOR FILING

306-A-1

July 28, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the purchase of structural steel for the Morrison Street Undercrossing, Project No. S5-[illegible] 306-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

[illegible] by J. E. Reed/EH

Encls.

Oregon State Highway Department — Federal Aid Highway Project No. SH-PAP 306-A (1)

FRONT AVENUE SECTION (WASHINGTON ST.-CLAY ST.)

OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

Morrison Street Viaduct

(Estimate to accompany plans and specifications for purchase of structural steel for Morrison Street Bridge)

Salem, Oregon, July 28, 1941

74l Roadway (Sta. 99+68 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 23,746.00
1,150	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		192.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. fts.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Car Track	1.00	90.00
1,000	cu. yds.	Structural Excavation, Unclassified	1.25	1,375.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. fts.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
210	lin. ft.	18" Sewer Pipe	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
18	only	Concrete Inlets	20.00	360.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Deep Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00

1,770	sq. yds.	Concrete Walks	$ 1.60	$ 2,800.00
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	86.00
1.5	cu. yds.	Concrete Stairways	22.00	33.00
118	cu. yds.	Concrete Center Islands	14.00	1,652.00
7	cu. yds.	Concrete Traffic Separators	20.00	140.00
42	cu. yds.	Concrete Traffic Islands	18.00	756.00
70	only	3/4" x 6" Dowel Pins	.05	3.50
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (2%)		91.00
940	lin. ft.	3/4" Electrical Conduit	.57	538.40
295	lin. ft.	1" Electrical Conduit	.41	120.95
300	lin. ft.	1½" Electrical Conduit	.44	132.00
1,770	lin. ft.	2" Electrical Conduit	.48	849.60
2,600	tons	3" - 0" Gravel in Base	.70	1,820.00
2,750	tons	1½" - 0" Material in Base	1.75	4,812.50
15	tons	1½" - 3/4" Material in Grouted Leveling Course	2.50	37.50
210	tons	¼" - 0" Material in Cushion Course	1.75	367.50
37	M-gals.	Sprinkling	2.00	74.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75	9,450.00
910	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	182.00
720	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	79.20
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	163.50
2,490	lin. ft.	Contraction Joints	.03	72.00
910	only	Dowel Bars	.20	182.00
3,700	lbs.	Tie Bars and Reinforcement	.055	176.00
60	cu. yds.	Concrete in Foundation and Base Courses	11.00	660.00
70	sacks	Cement in Grouted Leveling Course	1.80	126.00
1,900	tons	Class "B" Asphaltic Concrete	4.60	8,740.00
480	tons	Class "C" Asphaltic Concrete	4.50	2,160.00
				$ 80,800.25

Morrison Street Bridge Underpassing Contract
7A² Roadway (Sta. 101+64.65 to 106+44) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (12%)		$ 1,296.00
60	cu. yds.	Structural Excavation	$ 2.00	120.00
1,653	cu. yds.	Structural Excavation Below Elevation Shown	5.00	15.00
150	cu. yds.	Class "A" Concrete	21.00	3,150.00
13,600	lbs.	Metal Reinforcement	.055	748.00
30	lbs.	Copper and Bronze	.70	21.00
330	lin. ft.	Metal Handrail on Bridge	5.50	1,815.00

All Required		Resetting Bollards and Anchors (30%)		$ 150.00
All Required		Preparation of Harbor Wall (10%)		100.00
			Subtotal	$ 87,[illegible]
			10% Engr. & Cont.	[illegible]
			Total	$ 95,[illegible]
		Length	0.129 mile	
		Cost per mile	$741,[illegible]	

44' Roadway (Sta. 106+44 to 115+15) (Contract No. 2476)

All Required	sq.	Removing Buildings and Backfilling Basements (6)		$ 2,[illegible]
130	cu. yds.	Sand Backfill in Basements	$ 1.20	[illegible]
All Required		Clearing and Grubbing		[illegible]
590	sq. yds.	Removal of Pavement	.40	[illegible]
670	sq. yds.	Removal of Sidewalks	.30	[illegible]
1,200	lin. ft.	Removal of Curbs	.07	[illegible]
10	only	Removal of Inlets	9.00	[illegible]
All Required		Removal of Platform at Market Building		480.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600	cu. yds.	General Excavation, Unclassified	.40	1,720.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	[illegible]
800	lin. ft.	8" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Sewer Pipe	.50	[illegible]
560	lin. ft.	8" Sewer Pipe	.50	[illegible]
370	lin. ft.	10" Sewer Pipe	.65	[illegible]
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	[illegible]
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	[illegible]
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	18.00	576.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$ 108.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		97.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
60	lin. ft.	1" Electrical Conduit	.44	26.40
1,700	lin. ft.	1½" Electrical Conduit	.48	816.00
1,000	tons	3" - 0" Gravel in Base	.70	700.00
1,700	tons	1½" - 0" Material in Base	1.75	2,975.00
190	tons	¾" - 0" Material in Cushion Course	1.75	332.50
38	M-gals.	Sprinkling	2.00	76.00
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00
770	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	114.00
930	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	102.30
450	lin. ft.	¾" x 7" Expansion Joints in Pavement	.15	67.50
2,730	lin. ft.	Construction Joints	.03	82.90
570	only	Dowel Bars	.20	114.00
2,120	lbs.	Tie Bars and Reinforcement	.055	116.60
1,620	tons	Class "B" Asphaltic Concrete	4.68	7,581.60
510	tons	Class "C" Asphaltic Concrete	4.58	2,335.80
				$ 39,882.50

Morrison Street Undergrossing Contract
(Sta. 106+44 to 105+58.78) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (40%)		$ 64.00
50	cu. yds.	Structural Excavation Deep	$ 8.00	400.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00
100	cu. yds.	Class "A" Concrete	21.00	2,100.00
10,700	lbs.	Metal Reinforcement	.055	588.50
1,120	lbs.	Copper and Bronze	.90	1,008.00
820	lin. ft.	Metal Handrail on Bridge	5.50	4,510.00
All Required		Resetting Railings and Anchors (30%)		150.00
All Required		Preparation of Harbor Wall (10%)		100.00
84	lin. ft.	[illegible] (10%)		1,260.00
39	cu. yds.	Concrete Fill in Recesses		$ 4,536.00
78	cu. yds.	Concrete Fill in Grooves		1,170.00
110	only	3/4" x 6" Lewis Pins		
39	only	Concrete Dowel Pockets		
All Required		Constructing Recesses for Traffic Control Markers (30%)		
		Subtotal		$ 44,829.00
		10% Engr. & Cont.		4,121.90
		Total		$ 48,640.90
775	lin. ft.	3/4" Electrical Conduit		
60	lin. ft.	1" Electrical Conduit		
1,700	lin. ft.	1½" Electrical Conduit		
		Length	0.165 mile	
		Cost per mile	$ 294,793.33	

60' Roadway (Sta. 115+15 to 121+05) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14)		$ 5,149.28
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
18	lin. ft.	Removal of Type "B" Car Track	.75	13.50
718	cu. yds.	Structural Excavation, Unclassified	1.25	897.50
7,200	cu. yds.	Channel Excavation, Unclassified	.45	3,240.00
6,300	yd. sta.	Short Overhaul	.02	127.60
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
30	lin. ft.	6" Sewer Pipe	.90	27.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,118	sq. yds.	Concrete Walks	1.60	3,388.80
838	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.80
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
19	cu. yds.	Concrete Traffic Separators	20.00	380.00
78	cu. yds.	Concrete Traffic Islands	18.00	1,404.00
110	only	¾" x 6" Dowel Pins	1.00	110.00
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (304)		3,808.00
775	lin. ft.	¾" Electrical Conduit	.36	279.00
219	lin. ft.	1" Electrical Conduit	.42	92.00
650	lin. ft.	1½" Electrical Conduit	.44	286.00

1,600	lin. ft.	2½" Electrical Conduit	$ .48	$ 768.00
3,000	tons	3" - 0" Gravel in Base	.70	2,100.00
3,930	tons	¼" - 0" Material in Base	1.75	6,878.00
200	tons	¼" - 0" Material in Cushion		
		Course	1.75	350.00
37	M-gals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
390	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.20	78.00
940	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	99.40
360	lin. ft.	¼" x 4" Expansion Joints in Pavement	.15	54.00
2,300	lin. ft.	Construction Joints	.03	69.00
390	only	Dowel Bars	.20	78.00
2,960	lbs.	Tie Bars and Reinforcement	.055	162.80
2,760	tons	Class "B" Asphaltic Concrete	4.68	10,376.80
610	tons	Class "D" Asphaltic Concrete	4.58	2,793.80
		Subtotal		$ 37,720.75
		10% Engr. & Cont.		5,772.85
		Total		$ 63,470.60
		Length	0.112 mile	
		Cost per mile	$ 566,898.21	

80' Roadway (Sta. 121+98 to 126+25) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (10%)		$ 3,678.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
1	only	Removal of Manholes	20.00	20.00
232	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,088.00
860	lin. ft.	Removal of Type "A" Car Track	1.00	860.00
582	lin. ft.	Removal of Type "B" Car Track	.75	436.50
120	cu. yds.	Structural Excavation, Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. stn.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	92.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.055	396.00
250	lin. ft.	Metal Guard Rail	1.25	312.50
66	sq. yds.	Concrete Center Islands	14.00	1,284.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	¾" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (Est)		30.00
510	lin. ft.	¾" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	¾" - 0" Material in Cushion Course	1.75	350.00
38	Angls.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	¾" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	¾" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,350	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,990	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
			Subtotal	$ 45,307.50
			10% Engr. & Cont.	4,530.75
			Total	$ 49,926.25
		Length	.098 mile	
		Cost per mile	$ 509,441.32	

STRUCTURES

(A)

Morrison Street Undercrossing (Estimated Prices)

All Required	Shoring, Cribbing, Etc. (80%)			$ 640.00
690 cu. yds.	Structural Excavation	$ 2.00		1,380.00
20 cu. yds.	Structural Excavation Below Elevation Shown	5.00		100.00
2,750 lin. ft.	Furnish 8" - 36# Steel Piling	1.50		3,750.00
1,600 lin. ft.	Furnish 10" - 42# Steel Piling	2.00		3,200.00
60 each	Drive Steel Piling	50.00		3,100.00
750 cu. yds.	Class "A" Concrete	21.00		15,750.00
75,700 lbs.	Metal Reinforcement	.055		4,163.50
500 lbs.	Copper and Bronze	.70		350.00
550 lin. ft.	Metal Handrail	5.50		3,025.00
All Required	Resetting Bollards and Anchors (40%)			200.00
All Required	Preparation of Harbor Wall (80%)			800.00
All Required	Rebuilding Steel Truss Span			8,600.00
54,000 lbs.	Structural Steel in Truss Span	.035		1,890.00
74,000 lbs.	Structural Steel in Approach Span	.105		7,770.00
1.5 M-FBM	Cedar Lumber	60.00		90.00
5.0 M-FBM	Douglas Fir Lumber	60.00		300.00
All Required	Remove and Relay Street Car Rails			300.00
			$	55,408.50

Structural Steel for Morrison Street Undercrossing (Estimated Prices) (Contract No 2507.)

34,000 lbs.	Structural Steel	$ .11	$ ~~3,940.00~~	3,740.00
All Required	Revision of Truss Members		~~5,800.00~~	6315.00
			$ 9,740.00	1555.00

Northerne Bridge Undercrossing (Contract No. 2455)

All Required	Removal of Old Bridge and Maint. Traffic		$ 2,500.00	
All Required	Shoring, Cribbing, Etc.		1,250.00	
280 cu. yds.	Structural Excavation	$ 2.50	700.00	
30 cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00	
820 cu. yds.	Class "A" Concrete	21.50	17,630.00	
116,000 lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00	
700 lbs.	Copper and Bronze	.50	350.00	
460 lin. ft.	Metal Handrail	5.00	2,300.00	
All Required	Remodel Existing Bridge		500.00	
			$ 31,120.00	

Subtotal	$ ~~96,268.50~~	192,500.00
10% Engr. & Cont.	~~9,626.85~~	19,250.00
Total	$105,~~895.35~~	211,750.00

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost		Federal Aid Funds		State Funds	
Roadway						
74' Roadway	~~$ 95,726.77~~	96 92 37	~~$ 56,100.00~~	50 92 8 00	~~$ 39,608.77~~	45994 37
44' Roadway	~~48,640.90~~	49532.45	~~28,513.00~~	26 41 700	~~20,127.90~~	23505.45
68' Roadway	63,492.60		~~37,218.00~~	33362.00	~~26,274.60~~	30130.60
80' Roadway	49,926.25		~~29,266.00~~	26 23 400	~~20,660.25~~	23692.25
Structures	~~105,905.35~~	145 75 8 80	~~62,075.00~~	76 589.00	~~43,860.35~~	69169 80
	~~$ 363,671.07~~		~~$ 213,140.00~~		~~$ 150,531.07~~	192 49232
	405 132.47		213140.00			
1940 Federal Aid Funds	$ 89,532.68		Length		0.212 mile	
1941 Federal Aid Funds	$ 123,607.32		Length		0.292 mile	

RECEIVED
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306-A-1

July 23, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

As a means of incorporating in the plans for the Front Avenue Project (Washington St. to Clay St.), 38-FAP 306-A (1), the changes made in the widths of the center line islands, and the changes made in the ramp layouts at the approaches to the Hawthorne St. and Morrison St. Bridges, we have prepared a supplemental plan sheet No. 3-A, and are sending five copies to you under separate cover.

We have not considered it either necessary or advisable to carry the changes into the details on the plan sheets and typical cross-section sheets of the original set of plans. To do so would require a very considerable amount of work and would leave us without tracings of the plans on which the contract was let.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

July 2, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of May 23, concerning center line islands on the Front Avenue Project, SH-FAP 306-A (1).

Your suggestion in regard to the narrowing of the islands at the Washington St., Main St. and Jefferson St. intersections meets with our favor and is being put into effect. In conjunction with this, we have found it desirable to narrow the island throughout the length of the project. By so doing, the effective width of the pavement has been materially increased.

In selecting vertical-faced curbs for the center line islands, we were governed by the fact that the islands are to be used as pedestrian refuges as well as for traffic separators. The 45-degree sloping curb has an advantage in encouraging a fuller use of the pavement, and is desirable for wide islands, and for islands which are to serve as traffic separators only. For islands that are to be used as pedestrian refuges, and particularly for islands which must at the same time be narrow, the 45-degree curb does not, in opinion, afford requisite safety.

The islands are also to be used as locations on which to install signs, lights and signals. The vertical-faced curb will afford more positive protection against cars running onto the islands and colliding with the pedestals and posts supporting such signs, lights and signals.

For the reasons set forth above, we feel very strongly that the vertical-faced curb is the proper type of curb to be used

on the center line islands on this project.

Very truly yours,

L. H. BALDOCK
Chief Engineer

By

L. H. Probert
Office Engineer

LHP:HB

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

June 2, 1941

Subject: Changes in Front Avenue layout.

To:

S. H. Probert

Reference is made to the changes in the Front Avenue layout as suggested by the P. R. A.

I do not see any objection to the narrowing of the center island at those points where a separate lane is provided for left turns from Harbor Drive to the side streets, but I do not think that the island should be narrowed to less than four feet, because we plan on installing signal pedestals in the island at those points. The extra two feet should be ample.

In regard to the use of 45 degree sloping curbs, I wish to advise that curbs of that type were originally planned, but the city officials thought that if a lighting system is installed in the center island, straight curbs should be used. In so far as I know, no decision has been reached as yet as to what type of a lighting system will be used. There is no question but that the sloping curb has the effect of increasing the width of the adjacent lane, and inasmuch as the lanes will be none too wide, the extra width could be used to good advantage.

John Barkley
Traffic Engineer

JB:VC

43
16 3
26.7

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 23, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the P.S. & E. papers covering Oregon SN-FAP 306-A (1), the Front Street Project in Portland.

Our review of the plans indicates that left-turning movements into Harbor Drive from Washington, Main, and Jefferson Streets may be very difficult because of the narrow space between the 6-foot center island on Harbor Drive and the 16-inch wide traffic separator. We suggest that this traffic lane, which is only 10'4" wide, be increased in width on both sides of the intersection by reducing the width of the 6-foot center island as shown on the attached sketch.

The modified shape of the center island will avoid the unduly narrow traffic lane and storage space south of the intersections, and facilitate both left-turning movements indicated by arrows on the sketch, especially for large vehicles.

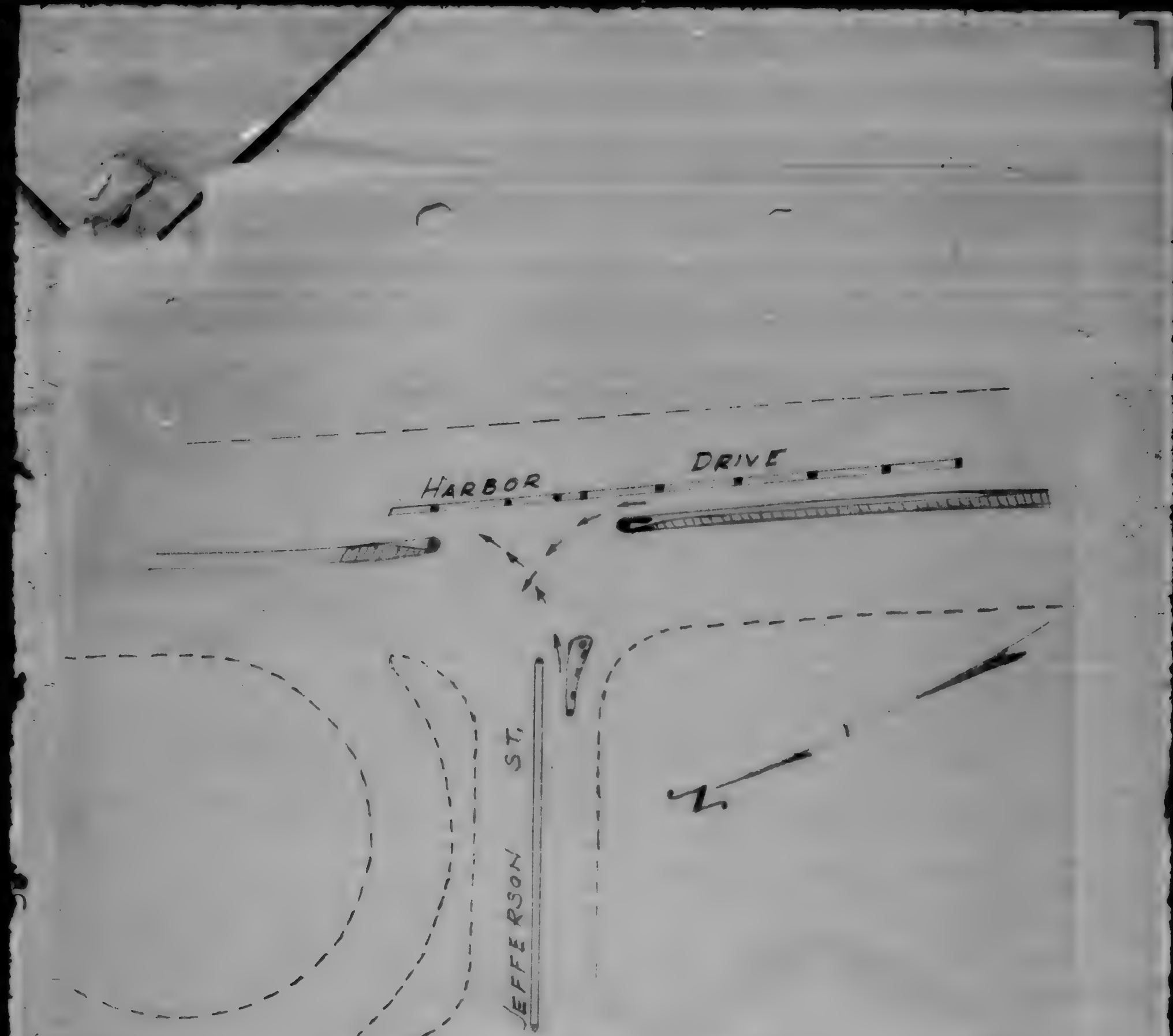
We also suggest that consideration be given the use of 45-degree sloping curbs on the center island throughout the project in order to encourage fuller use of the pavement and reduce the tendency of traffic to shy away from the curb.

Have asterisk Bunker For
information For reply.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.


HARBOR
DRIVE
ST.
JEFFERSON

GORDON WEYGANDT
PRESIDENT & MANAGER

UNIVERSITY 6018

R

RECEIVED
AUG 1 19[illegible]
F[illegible]

Edlefsen-Weygandt Co.

GENERAL CONTRACTING

P. O. BOX 5455
6555 N. CALVERT AVE.

PORTLAND, OREGON

306-A-1
2476

July 25, 1941.

Mr. S. H. Probert, Office Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Relative to a priority rating on reinforcing steel for our two Front Avenue Projects, we would be very grateful if your cooperation could be solicited in securing for us the highest possible rating for our steel.

We believe it is imperative to the City of Portland to have this highway completed as soon as possible. Traffic at this time is quite conjested which is unavoidable due to the highway being under construction. To expedite completion of our work we must have the earliest possible delivery on all materials.

We have checked with the Mercer Steel Company from whom we have ordered the reinforcing steel and they state that their order number 3951 has already been forwarded to the Bethlehem Steel Company to cover our needs.

Deliveries to us should be as follows: Steel for wall on first project July 26, 1941. Steel for wall or tunnels on second project September 25, 1941. Steel for pavement on both projects November 1, 1941.

Your cooperation in this matter will be sincerely appreciated.

Very truly yours,
Edlefsen-Weygandt Co.
Gordon Weygandt
Gordon Weygandt, Mgr.

GW/ed

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JUL 28 1941
FOR FILING

R

306-A-1

#2476

July 22, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith copy of a letter from Hilefunn-Weygandt Co., relating to the purchase of a concrete paver on the Front Avenue job. Will you please secure priority for this firm so that they can purchase the equipment and proceed with this very necessary work.

It is my opinion that the congested routes through cities constitute one of the main bottlenecks in the movement of troops.

Very truly yours,

H. H. Baldock
Chief Engineer

HHB:HI
Encl.

...OON WEYGANDT
...RESIDENT & MANAGER

UNIVERSITY 0313

Edlefsen-Weygandt Co.

GENERAL
CONTRACTING

P. O. BOX 5626
9333 N. CALVERT AVE.

PORTLAND, OREGON

RECEIVED
JUL 21 1941

REFERRED TO
By Asst. State Highway Engineer

July 19, 1941.

Mr. R. H. Baldock, Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

With reference to the Front Avenue projects recently awarded us, we find it impossible to rent a concrete paver suitable to perform the paving on these projects.

Upon checking new ones we are informed that it is imperative we have a priority number or rating before we can expect delivery before October 17th. Delivery beyond this date would seriously handicap the progress of the work.

Inasmuch as these projects are indirectly defense work, we thought it possible you would use your influence to secure for us a priority number that would enable us to expect the earliest possible delivery.

Sincerely appreciating your cooperation in this matter we remain,

Very truly yours,
Edlefsen-Weygandt Co.
Gordon Weygandt
Gordon Weygandt, Mgr.

GW/ed

WM. A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

A. D. VANCE
CHIEF OF OPERATIONS
BEN S. MORROW
CITY ENGINEER

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JUL 23 1941
FOR FILING

CITY OF PORTLAND
OREGON

July 16, 1941

RECEIVED
JUL 17 1941
STATE HIGHWAY COMMISSION

306-A-1

#2476

Washington St. - Clay St. Unit
Front ave. Proj.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

Since the U.S. Public Roads Administration objects to the proposed connection of S.W. Mill St. with the Harbor Drive, this is to advise that the City of Portland approves of closing this street and providing a turn around at the dead end as has been proposed for other streets in this vicinity.

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

By [signature]

City Engineer

[illegible]CH

RECEIVED
JUL 16 1941
FOR FILING

306-A-1

Salem, Oregon
July 10, 1941

Front ave. Project
Washington St. to Clay St.

Mr. E. A. Collier
Division Highway Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

In view of the information submitted with your letter of July 9, concerning the adjustment of street car tracks on the approaches to the Hawthorne and Morrison Street Bridges, we are returning for revision the order submitted on June 19, to cover the adjustment work.

We infer from your letter of July 9 that the street car company will bear the expense of any adjusting of tracks and trolley that may be required west of points at which the City's responsibility terminates.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM E-30 REVISED 8SM 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 9, 1941

Subject: Front Avenue Improvement
Hawthorne & Morrison Bridge Approaches

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

With reference to adjustment of street car tracks and trolley wires on approaches to Morrison and Hawthorne Bridges, we have at last secured the information from the City. I am attaching herewith two copies showing the obligation of the City in the matter.

I checked with Mr. Pumfrey this morning the limits set forth in this memoranda, and he agrees that the west approach of Hawthorne Bridge begins 100 feet east of the east line of Front Avenue, and Morrison Bridge approach begins at the east line of Front Avenue.

If additional information is required, please advise.

Very truly yours,

E. A. Collier
Division Engineer

EAC:IH
Encl.
2 copies
cc: F. T. Young

A Franchise Ordinance of the City of Portland and Amendments to the Charter

To Be Submitted to the Voters of Said City at the Special Election To Be Held FRIDAY, JANUARY 31, 1936

ORDINANCE REFERRED TO THE VOTERS BY THE COUNCIL

ORDINANCE NO. 67772

AN ORDINANCE granting a franchise to the Portland Traction Company, an Oregon corporation, its successors or assigns, to establish, construct, maintain and operate a street railway, coach and trolley coach transportation system in the City of Portland for twenty years.

THE CITY OF PORTLAND DOES ORDAIN AS FOLLOWS:

Section 1. Definitions.

Wherever used herein, the following words, terms and phrases respectively, shall have the following meaning:

(1) Company. The Company. Wherever the words "Company" or "the Company" are used they shall be held to mean and include Portland Traction Company, a corporation organized and existing under the laws of the State of Oregon, its lessees, successors or assigns.

(2) City. The word "City" whenever used in this ordinance, shall be held to mean the City of Portland, Oregon, a municipal corporation, but whenever the word "City" is used in a territorial sense, it shall be held to mean and include the present corporate limits of the City of Portland, Oregon, and the corporate limits as same may hereafter be extended, and such adjacent territory as may for the purpose of this ordinance come under the jurisdiction of said city.

(3) Council. The Council. Wherever the words "Council" or "the Council" are used they shall be held to mean and include the Council of the City, or its successor, as the governmental legislative and administrative body of the City.

(4) City Commissioner. Wherever the words "City Commissioner" are used herein, they shall be held to mean and designate the Commissioner of Public Utilities of the City of Portland, or his duly constituted successor.

(5) State Commissioner. Whenever in this franchise reference is made to the "State Commissioner" it shall be taken to mean the Public Utilities Commissioner of Oregon and/or any governmental regulatory agency which may hereafter succeed the said Public Utilities Commissioner of Oregon in the performance of the duty of regulating the public utilities of the State of Oregon.

(6) Street Cars. The words "street car" or "street cars" as used in this franchise shall be held to mean and include all of the Company's street cars and other vehicles operating on fixed rails using electricity as a motive power, or using any other motive power to be agreed upon between the City and the Company, and engaged in the business of carriage for hire

any period of operation hereunder shall be used herein, it shall mean the balance remaining after deducting from the gross revenues for said period received by the grantee from operations hereunder, (a) all operating expenses, including an allowance for depreciation as herein provided, (b) all taxes properly accrued for said period, and (c) all expense of debt service properly accrued for said period.

Section 2. Nature of Grant.

The term of this franchise shall be twenty (20) years from the effective date hereof. The effective date hereof shall be as provided in Section 26 hereof.

The authority, right and privilege is hereby granted to the Portland Traction Company, an Oregon corporation, its successors and assigns, for and in consideration of and subject to the conditions, agreements and provisions of this ordinance, hereinafter set forth, for a period of twenty (20) years from and after the acceptance by said company, its successors or assigns, of the terms and provisions of this ordinance, to establish, own, maintain and operate its street railway lines, coach lines and trolley coach lines, over and upon the streets of the City.

Section 3. Extension by Annexation.

Upon the annexation of any territory to the city, the portion of any said utility that may be located or operated within such annexed territory, and upon the streets, alleys or public grounds thereof, shall thereafter be subject to all the terms of this grant as though it were an extension made thereunder; provided, however, that in the event any territory is added to the present corporate limits during the franchise term, conditionally, the rights granted hereby shall be subject to such conditions and further subject to the conditions of Section 13 of the Charter.

Section 4. Lease or Assignment of Franchise.

This franchise shall exclusively apply to, inure to and bind the lessees, successors and assigns of the parties hereto; provided, however, that this franchise shall not be assigned or its privileges sublet, nor shall any of the rights or privileges thereby granted or authorized be leased, assigned, sold or transferred without the consent of the Council expressed by ordinance, which ordinance shall be subject as other ordinances to the referendum.

Section 5. Company to Save City Harmless.

The Company shall save and hold harmless the City and its officers from any liability for injury or damage arising from any casualty or accident to persons or property due to neglect or omission of the Company in connection with the operation of this franchise; provided that the City, its

of February of each year following the year in which the gross annual revenues were earned.

In the event the Company fails to pay said compensation within the time fixed herein the City Treasurer shall notify the City Attorney of such fact, and the City Attorney is hereby authorized to institute an action in the circuit court of the State of Oregon for Multnomah County against the Company to recover the amount of the compensation due the City. And, provided further that in the event the Company shall default in the payment of such compensation as herein provided then such compensation shall be increased to seven per cent of such gross revenues while such default shall continue, and such additional two (2) per cent compensation shall be deducted from the net revenues of the Company and in nowise shall be considered as an item of operating expense.

(2) As a part of the compensation for this grant of a franchise for twenty years the Company for itself and its present and future stockholders, its successors and its assigns, covenant that unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced, the maximum rates herein fixed shall not at any time during the franchise period of twenty years be increased, and the company will not, nor will its present or future stockholders, or its successors and assigns, unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced, apply to the Public Utilities Commissioner of Oregon, or any other governmental agency having jurisdiction and power in the premises, or any court, to increase the maximum rate of fares herein fixed, or, unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced, directly or indirectly permit said maximum fares to be increased through any other process or proceeding, and in all leases, pledges or mortgages or other financial obligations made by the company creating a lien upon the properties of the company there shall be inserted in such agreement or agreements a covenant specifically referring to this paragraph of Section 10, and such covenant shall be so worded that it will require all parties thereto to agree to conform to this paragraph of Section 10, of this ordinance, and any lack of such a covenant shall render said agreement or agreements void; and the provisions of this paragraph of this Section 10 as to maximum fares shall also bind the present and future creditors of the company, or any representatives of the creditors or any trustee in bankruptcy or any receiver, and notwithstanding that the gross revenue from the operation of the transportation system within the city shall become less than the total expense of operation there shall not be an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced; the Company for itself and on behalf of all other parties herein mentioned who deal with the company regard the covenant herein as to maximum fares as constituting a contract between the Company and the City for the full period of said franchise term of twenty years forbidding whatsoever an increase in said maximum fares unless the purchasing power of money existing as of the effective date of this ordinance shall be substantially reduced.

(3) The Company shall pay to the City such bridge tolls as may then be required of it by the Charter of the City.

Section 11. Street Maintenance.

(1) It shall be lawful for the Company to make all needful excavations in any of the streets, alleys, avenues public places or grounds for the pu[rpose]

are removed, to conform to the pavement in the street adjoining the area occupied by said abandoned tracks, or pave over said abandoned tracks with such material and in such manner as prescribed by the Council; provided, however, that if such abandoned tracks are paved over, the Company shall keep such pavement in repair for a period of ten (10) years. If the City undertakes a general improvement from curb to curb of any of the streets upon which tracks have been abandoned and covered, the Company shall at its expense remove the rails, ties and old pavement from the track area and bring that portion of the street to proper subgrade as prescribed by the Council.

(5) The Company shall lay, maintain and/or replace such pavement along its street railway lines as then may be required of it by the provisions of the Charter of the City.

Section 12. Maintenance of Lines and Overhead Structures.

(1) Whenever it becomes necessary to temporarily rearrange, remove, lower or raise the aerial wires, cables, or other apparatus of the Company for the passage of buildings, machinery or other objects, the Company shall, without expense to it, temporarily arrange, remove, lower or raise its wires, cables or other apparatus as the necessities of the case require, provided that this Section shall not apply to the City when engaged in the performance of any public work in which event it shall be incumbent upon the Company to make such changes as required by said public work at the Company's expense.

(2) Whenever it becomes necessary to trim trees in public places or streets for the proper operation of the lines and conductors of the Company, such trimming shall be done by competent employes of the Company after three days written notice to the owner of such trees and upon application for and the granting of a permit from the City Council or such officer of the City as the Council may designate.

Section 13. Use of Poles and Ducts by City.

The said grantee, its successors and assigns, in further consideration of the franchise, rights and privileges granted by this ordinance, shall, during the life of this franchise furnish to the said City space on its poles and in its ducts and underground conduits, or consent to the allocation of space on poles and in ducts and underground conduits in which it may have a joint interest, for the use of the City for its own wires, cables, fixtures or instruments for the Bureau of Fire, the Bureau of Police and the Bureau of Water Works communication or signal equipment; provided that the said grantee shall not be responsible for any damage to the property of the City resulting from such use of the facilities of the grantee by the City; provided further that the City shall so install and maintain such wires, cables, fixtures or instruments as to hold to a minimum the danger of contact between its equipment and that of the grantee or that of any other user of the poles or ducts of the grantee, and provided further that in case of rearrangement of the facilities of the grantee, the said City shall at its own expense care for all its own equipment and construction.

The City shall save the grantee free and harmless of and from claims for damages resulting from accidents caused directly by the construction, operation, maintenance or removal of said City owned equipment.

Section 14. Supplies and Special Cars.

The Company may transport along and upon its lines in supply cars, such materials, supplies, appliances and tools as it may need for the construction, maintenance and operation of its lines. It may carry mail

Section 17. Routes.

ROUTES OF STREET CAR LINES

Alberta

Inbound: From Northeast 30th Avenue and Northeast Ainsworth Street via Northeast 30th Avenue, Northeast Alberta Street, Northeast Union Avenue, Northeast Oregon Street, Railroad Bridge, Northwest 3rd Avenue, Southwest 3rd Avenue, Southwest Washington Street, Southwest 2nd Avenue, Southwest Pine Street to Southwest 3rd Avenue and outbound on same route as inbound.

Arlington Heights

Outbound: From Northwest 23rd Avenue and West Burnside Street via West Burnside Street, Southwest Tichner Drive, Southwest Kingston Avenue, Southwest Fairview Boulevard to East line Block 18, Arlington Heights. Return same route.

Bridge Transfer

Southbound: From North Larrabee Avenue and North Broadway via North Larrabee Avenue, North Holladay Street, Northeast Holladay Street, Northeast Grand Avenue, Southeast Grand Avenue, Southeast Woodward Street, Southeast 10th Avenue, Southeast Brooklyn Street to Southeast Milwaukie Avenue. Return same route.

Broadway

Inbound: From Northeast 29th Avenue and Northeast Mason Street via Northeast 29th Avenue, Northeast Regents Drive, Northeast 24th Avenue, Northeast Fremont Street, Northeast 22nd Avenue, Northeast Broadway, North Broadway, Broadway Bridge, Northwest Broadway, Southwest Broadway, Southwest Salmon Street, Southwest 6th Avenue, Southwest Main Street, Southwest Broadway to Southwest Salmon Street and outbound same route as inbound, to Northeast 22nd Avenue and Northeast Broadway, then Northeast Broadway, Northeast 24th Avenue to Northeast Fremont Street, then same route as inbound.

Council Crest

Outbound: From Southwest Washington Street and Southwest 5th Avenue via Southwest Washington Street, West Burnside Street, Southwest Vista Avenue, Southwest Patton Road, Southwest Greenway Avenue, Private Right of Way to Southwest Council Crest Drive.

Inbound: From Southwest Council Crest Drive via Private Right of Way, Southwest Greenway Avenue, Southwest Patton Road, Southwest Ravensview Drive, Southwest Elizabeth Street, Southwest 18th Avenue, Southwest Spring Street, Southwest Vista Avenue, West Burnside Street, Southwest 19th Avenue, Southwest Morrison Street, Southwest 5th Avenue to Southwest Washington Street.

Irvington

Inbound: From Northeast 15th Avenue and Northeast Prescott Street via Northeast 15th Avenue, Northeast Multnomah Street, Northeast Grand Avenue, Northeast Holladay Street, North Williams Avenue, Railroad Bridge, Northwest Glisan Street, Northwest 5th Avenue, Southwest 5th Avenue, Southwest Washington Street, Southwest Broadway, Northwest Broadway, Northwest Glisan Street and outbound same route as inbound.

Kings Heights

Inbound: From Northwest Valla Vista Terrace and Northwest Hermosa Boulevard via Northwest Hermosa Boulevard, Northwest Macleay Boulevard, West Burnside Street to Northwest 23rd Avenue. Return same route.

Mississippi

Inbound: From North Denver Avenue and North Argyle Street via North Denver Avenue, North Lombard Street, North Albina Avenue, North Mississippi Avenue, North Interstate Avenue, Broadway Bridge, Northwest Broadway, Southwest Broadway, Southwest Salmon Street, Southwest 6th Avenue, Southwest Main Street, Southwest Broadway to Southwest Salmon Street and outbound same route as inbound.

Montavilla

nue via North Willamette Boulevard, North Portsmouth Avenue, North Houghton Street, North Wall Avenue, North Fessenden Street, North St. Louis Avenue, North Ivanhoe Street, North Chicago Avenue to North Jersey Street, then North Jersey Street to North St. Louis Avenue and return same route as westbound.

Jefferson

Inbound: From Southwest Jefferson Street and Southwest 18th Avenue via Southwest 18th Avenue, Southwest Columbia Street, Southwest 17th Avenue, Southwest Jefferson Street, Southwest 5th Avenue, Southwest Yamhill Street, Southwest 6th Avenue to Southwest Jefferson Street, and outbound same route as inbound to Southwest 17th Avenue and Southwest Jefferson Street, then via Southwest Jefferson Street to Southwest 18th Avenue.

Killingsworth

Westbound: From Northeast 37th Avenue and Northeast Sandy Boulevard via Northeast Sandy Boulevard, Northeast 42nd Avenue, Northeast Wistaria Drive, Northeast 41st Avenue, Northeast Fremont Street, Northeast 42nd Avenue, Northeast Killingsworth Street, North Killingsworth Street, North Interstate Avenue, North Portland Boulevard, North Greeley Avenue, North Holman Street, North Burrage Avenue to North Portland Boulevard and return eastbound same route as westbound to Northeast Sandy Boulevard and Northeast Broadway Street, then Northeast Broadway Street, Northeast 37th Avenue to Northeast Sandy Boulevard.

Powell Boulevard

Inbound: From Southeast Foster Road and Southeast 103rd Avenue via Southeast Foster Road, Southeast 82nd Avenue, Southeast Powell Boulevard, Ross Island Bridge, Southwest Corbett Avenue, Southwest Kelly Avenue, Southwest Arthur Street, Southwest 3rd Avenue, Southwest Caruthers Street, Southwest 5th Avenue, Southwest Yamhill Street, Southwest 6th Avenue to Southwest Caruthers Street and outbound same route as inbound.

Sam Jackson Park

Inbound: From Veterans' Hospital via Southwest Marquam Road, Southwest Terwilliger Boulevard, Southwest 6th Avenue, Southwest Sherman Street, Southwest 5th Avenue, Southwest Yamhill Street, Southwest 6th Avenue to Southwest Terwilliger Boulevard and outbound same route as inbound.

Siskiyou-Halsey

Inbound: From Northeast 60th Avenue and Northeast Killingsworth Street via Northeast 60th Avenue, Northeast Cully Boulevard, Northeast 57th Avenue, Northeast Alameda, Northeast 56th Avenue, Northeast Siskiyou Street, Northeast 41st Avenue, Northeast Wistaria Drive, Northeast 42nd Avenue, Northeast Hancock Street, Northeast 45th Avenue, Northeast Halsey Street, Northeast 82nd Avenue to Northeast Thompson Street and outbound same route as inbound.

Thirty-Third

Northbound: From Northeast 22nd Avenue and Northeast Broadway via Northeast 22nd Avenue, Northeast Schuyler Street, Northeast 24th Avenue, Northeast Broadway, Northeast 33rd Avenue, Northeast Columbia Boulevard to Broadmoor Golf Course and southbound same route as northbound to Northeast 24th Avenue and Northeast Broadway Street then Northeast Broadway Street to Northeast 22nd Avenue.

Thirty-Ninth

Northbound: From Southeast 39th Avenue and Southeast Gladstone Street via Southeast Gladstone Street, Southeast 37th Avenue, Southeast Center Street, Southeast 39th Avenue, Northeast 39th Avenue, Northeast Wasco Street, Northeast 37th Avenue, Northeast Knott Street, Northeast 21st Avenue, Northeast Brazee

under authority of this franchise.

(7) Coaches. Wherever in this franchise reference is made to the term "coach" or "coaches," it shall mean and include any vehicle of the Company not operated on fixed rails, nor operated from contact with any overhead or underground system of electric wires, but using gasoline, electricity or any other propelling force which may be contained or generated within said vehicle, and engaged in the business of carriage for hire under the authority of this franchise.

(8) Trolley Coaches. Wherever in this franchise reference is made to the term "trolley coach" or "trolley coaches," it shall mean and include any vehicle of the Company not operated on fixed rails, but using electricity as a motive power by contact with a system of overhead or underground wires and engaged in the business of carriage for hire under the authority of this franchise.

(9) Street Railway Lines. The words "street railway line" or "street railway lines" shall be held to mean and include such items of property as may be necessary or convenient for the operation of street cars hereunder upon the route or routes hereinafter designated.

(10) Coach Lines. Wherever the words "coach line" or "coach lines" are used herein, they shall be held to mean the route or routes upon which coaches are operated hereunder as hereinafter designated.

(11) Trolley Coach Lines. Wherever the words "trolley coach line" or "trolley coach lines" are used herein, they shall include all overhead or underground trolley wires, span wires, supports and such other items of property as may be necessary or convenient for the operation of trolley coaches hereunder upon the route or routes as hereinafter designated.

(12) Expense of Operation. Whenever the phrase "expense of operation" is used herein, it shall be held to mean and include (a) all of the proper expense incident to the operation of the system, including the cost of all street restoration as contemplated by the terms of this ordinance and repairs, (b) accruals for injuries and damages, (c) accruals for all taxes, (d) provision for depreciation, and (e) reserves for pensions and retirement.

(13) Expense of Debt Service. Whenever the phrase "expense of debt service" is used herein it shall be held to mean and include (a) installment payments on principal and payments of interest accruing after the effective date of this ordinance on equipment purchase obligations incurred by the company in the purchase of fifteen street cars now numbered 800-814 inclusive, put in service May 19, 1932, (b) installment payments on principal and interest accruing after the effective date of this ordinance on six coaches now in use on the company's system numbered from 101 to 106 inclusive, (c) installment payments on principal and interest to the City of Portland on bonded street improvement assessments accruing after the effective date of this ordinance, and (d) installment payments on principal and payments of interest on any and all obligations incurred by reason of the restoration of streets and of the purchase and installation of equipment and other facilities pursuant to the initial modernization plan and ultimate modernization plan.

(14) Capital Reserve Fund. Wherever the term "capital reserve fund" is used herein, it shall mean and include a fund accrued by setting aside on December 31st of each year for a period of ten years from the effective date of this franchise of seventy-five per cent (75%) of the net profits for the preceding calendar year.

(15) Net Profit. Wherever the term "net profit" or "net profits" for

officers, agents or representatives, shall not also be guilty of concurring negligence proximately causing such casualty or accident. The Company shall also save and hold harmless the City and its officers from any liability for injury or damage to persons or property which may arise from a failure on the part of the City or its officers to compel, supervise or inspect any construction, reconstruction, maintenance of operation of the company hereunder, and should suit or action be filed against the City either individually or jointly with the Company upon such claims for damage or injury, such Company, upon notice from the City shall defend the City either individually or jointly with the Company in said suit or action as the City may elect and the Company will pay any judgment for costs that may be rendered against the City individually or jointly with the Company. Provided, however, that the provisions of this Section shall not be construed to constitute a waiver of the immunity provisions granted to the City by Sections 281 and 282 of the Charter.

Section 6. Capital Investment.

The Company shall not, without the approval of the Council expressed by resolution, add to its rate base, except for replacements, any single unit of property at a valuation in excess of $10,000.00.

Section 7. Depreciation.

The Company shall be allowed to make provision for depreciation to be accrued monthly as, and in the manner provided by law.

Section 8. Accounts and Reports.

During the continuance of the rights herein granted, the Company shall keep in its office, open to inspection at all times by the Council through its duly accredited representative, a full, true and accurate account of receipts, of all moneys expended and of all liabilities incurred in connection with the construction, maintenance and operation of its lines and property, and also statistical accounts of its business and operations in connection therewith, which accounts shall be kept in accordance with the uniform classification of accounts as prescribed by the State Commissioner under the laws of Oregon and the Company shall file with the Auditor of the City monthly accounts of all receipts and moneys expended and also the reports required by the City Charter.

Section 9. Provisions of Charter to Apply.

This grant is made subject to all the provisions of the Charter and the Company shall be bound by each and every provision of said Charter, insofar as the same may be applicable to such grant, as though such provision was herein expressly written and made a part thereof.

Section 10. Compensation.

(1) As compensation for the privilege hereby conferred by this franchise ordinance the Company shall pay to the City five per cent (5%) of its annual gross revenues less all other amounts paid by the Company to any governmental agency as taxes, license fees, bridge tolls, fees or imposts, excluding only taxes on gasoline and Federal and State Income taxes.

The said compensation shall be due and payable annually of each calendar year of the franchise term. The Company shall file with the Auditor a statement, verified under oath, of its annual gross revenues on or before the 30th day of January of each succeeding calendar year of the franchise term in which the revenues were earned. There shall be included therein a statement showing the exact amounts paid for taxes, license fees, bridge tolls, fees or imposts. Said annual compensation shall be paid by the Company to the City Treasurer on or before the 10th day

maintaining poles, conduits, or other supports with wires, conductors and cables, or repairing, removing or replacing the same; also for the laying, maintaining, repairing, removing, reconstructing or constructing new tracks by the placement of ties, rails or pavement. All such work of erecting, laying or maintaining pole lines, conduits or cables, constructing, removing or repairing or replacing ties, rails or pavement, or other structures in the street area, shall be performed under the supervision of the Council in accordance with the Charter provisions and ordinances of the City.

(2) All plans and specifications shall be prepared in accordance with the Charter provisions and ordinances and the work of erecting, laying or maintaining poles, conduits and cables, or constructing, reconstructing, removing or replacing rails, ties and pavement, shall be supervised by the Council or such officer of the City as the Council may designate. Whenever the Company shall disturb any of the streets, alleys, avenues and/or public highways or grounds for the purpose mentioned in this paragraph it shall restore the same to good order and condition as soon as practicable without unnecessary delay and upon failure to do so, the City or such officer of the City as the Council may designate, shall have the right to fix a time, which shall be reasonable, within which such repairs and restoration shall be completed and upon failure of such repairs being made by the Company, the City shall have the right to make or cause to be made, such repairs which shall be at the expense of the Company.

(3) Nothing in this franchise shall be construed to prevent the City through its Council from constructing sewers, grading, paving, planking, repairing and/or altering of any street, alley or avenue, or the laying down or repairing of water mains or the construction of other public works by the City. All such work shall be done, if possible, in such manner as not to obstruct, injure or prevent the free use and operation of the lines of the Company; provided, however, that if any of the wires, cables, appliances, conduits, ties, tracks or structures of the Company shall be placed in any of the streets, alleys, avenues and/or public places or grounds of the City so as to directly interfere with the construction of any public improvement whether it be the construction of a sewer, improvement of a street, or the laying of a water main, all such poles, wires, cables, appliances, conduits and structures shall be removed or replaced in such manner as shall be directed by the City or such officer of the City as the Council may designate, so the same shall not interfere with said public work of the City, and such removal shall be at the expense of the Company.

(4) The Company shall under the terms of this franchise either remove all abandoned tracks from the street area and restore the pavement of the street from which said tracks are removed, to conform to the pavement in the street adjoining the area occupied by said abandoned tracks, or pave over said abandoned tracks with such material and in such manner as may be prescribed by the Council; provided, however, that if such abandoned tracks are paved over, the Company shall keep such pavement in repair for a period of ten years. The method of procedure and the plans for construction shall be subject to the approval of the Council. Should the Company, with the consent of the Council, abandon any portion of the tracks maintained or laid down under the "Initial modernization plan," or hereafter laid down upon the city streets, the Council may at its option require the Company either to remove said tracks from the street, in which event the Company shall restore the pavement of the street from which said tracks

for the Government of the United States and newspapers, and it may carry packages and other freight and make reasonable charges therefor and the revenues received therefor shall be added to Gross Operating Revenue. It may operate express, passenger service and other special street cars, special coaches and special trolley coaches at rates to be approved from time to time by the State Commissioner, and the moneys received therefor shall be added to Gross Operating Revenue.

The transportation of materials, supplies, appliances, freight and mail, and the operation of special street cars, special coaches and special trolley coaches shall not be permitted to interfere unreasonably with or delay the carriage of passengers and shall at all times be subject to regulation by the Council, and cars used in the transportation of freight shall be of the type and operated at such times and in such manner during the day or night as shall be approved by the Council.

Section 15. Affiliated Lines Within the City.

The Company, its successors or assigns, is hereby given the right to enter into and perform an operating agreement with the Portland Electric Power Company, a corporation, and its successors or assigns for the use of its existing tracks within the city provided that such use shall not unreasonably interfere with the operation of the Company under this franchise and its obligations thereunder, and provided further that the type of all interurban, suburban, supply and freight cars so used and the routes thereof shall be subject to the approval of the Council and for the use of such tracks and for electric energy said Portland Electric Power Company, its successors and assigns shall be charged monthly such reasonable amounts as may be agreed upon between the Council and the Company and such reasonable charges shall be added by the Company monthly to the gross revenues of the Company.

Section 16. Equipment and Facilities.

(1) Initial Modernization Plan. Wherever the term "initial modernization plan" is used herein, it shall mean and include (a) the purchase, use and operation on routes hereinafter designated, of not less than one hundred twenty trolley coaches of latest design and each having a seating capacity of not less than forty passengers, (b) the purchase, use and operation, on routes hereinafter designated, of not less than thirty-five coaches of latest design and each having a seating capacity of not less than thirty passengers, (c) the operation of existing street railway lines, on routes hereinafter designated, (d) the operation of existing coach lines, on the routes hereinafter designated, (e) the installation of the overhead system required for the operation of trolley coaches on routes hereinafter designated, (f) the repair of street areas wherein street railway operations will be initially abandoned under the terms of this ordinance, (g) the construction of new track facilities on routes hereinafter designated as "new street railway lines" and (h) the purchase, installation and use of whatever auxiliary equipment and materials may be necessary for the operation of the facilities herein described. Such equipment shall not be put into operation until the Council shall, by resolution, first approve the general type and design thereof.

(2) Ultimate Modernization Plan. Wherever the term "ultimate modernization plan" is used herein, it shall be held to mean and include the purchase, use and operation of such additional equipment and facilities as may be agreed upon between the Council and the Company, the same to be purchased from any funds available in the "capital reserve fund" as hereinafter defined, or by the use of the Company's credit.

Inbound: From Southeast 80th Avenue and Southeast Stark Street via Southeast 80th Avenue, Northeast 80th Avenue to Northeast Glisan Street; also from Northeast Glisan Street and Northeast 90th Avenue via Northeast Glisan Street, Northeast 28th Avenue, Southeast 28th Avenue, Southeast Ankeny Street, Southeast Grand Avenue, Southeast Morrison Street, Morrison Bridge, Southwest Morrison Street, Southwest 3rd Avenue, Southwest Yamhill Street, Southwest 2nd Avenue to Southwest Morrison Street and outbound same route as inbound.

Mount Tabor

Inbound: From Southeast Yamhill Street and Southeast 88th Avenue via Southeast Yamhill Street, Southeast 76th Avenue, Southeast Taylor Street, Private Right of Way, Southeast Belmont Street, Private Right of Way, Southeast Morrison Street, Morrison Bridge, Southwest Morrison Street, Southwest 11th Avenue, Southwest Hall Street, Southwest 13th Avenue, Southwest Montgomery Street to Southwest 11th Avenue and outbound same route as inbound.

Sellwood

Inbound: From Southeast 13th Avenue and Ochoco Street via Southeast 13th Avenue, Southeast Bybee Boulevard, Southeast Milwaukie Avenue, Southeast 12th Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 2nd Avenue, Southwest Alder Street, Southwest 1st Avenue, to Southwest Madison Street and outbound same route as inbound except on Southeast 11th Avenue between Southeast Hawthorne Boulevard and Southeast Milwaukie Avenue.

Twenty-Third

Inbound: From Northwest Upshur Street and Northwest 27th Avenue via Northwest Upshur Street, Northwest 25th Avenue, Northwest Thurman street, Northwest 23rd Avenue, West Burnside Street, Southwest Washington Street, Southwest 3rd Avenue, Southwest Alder Street, Southwest 2nd Avenue to Southwest Washington Street and outbound same route as inbound to Northwest 25th Avenue and Northwest Thurman Street, then Northwest Thurman Street, Northwest 27th Avenue to Northwest Upshur Street.

Vancouver

Inbound: From Northeast Union Avenue at Columbia Boulevard via Northeast Union Avenue, Northeast Oregon Street, Railroad Bridge, Northwest 3rd Avenue, Southwest 3rd Avenue, Southwest Washington Street, Southwest 2nd Avenue, Southwest Pine Street to Southwest 3rd Avenue and outbound same route as inbound.

Westover

Inbound: From Northwest Cumberland Road and Northwest Ariel Terrace via Northwest Cumberland Road, Northwest Westover Road, Northwest Cornell Road, Northwest Pettygrove Street, Northwest 25th Avenue, Northwest Northrup Street, Northwest 21st Avenue, Northwest Glisan Street, Northwest 19th Avenue, West Burnside Street, Southwest Washington Street, Southwest 3rd Avenue, Southwest Morrison Street, Southwest 19th Avenue and outbound same route as inbound.

Willamette Heights

Inbound: From Northwest Thurman Street and Northwest Gordon Avenue via Northwest Thurman Street, Northwest 27th Avenue, Northwest Raleigh Street, Northwest 25th Avenue, Northwest Northrup Street, Northwest 21st Avenue, Northwest Glisan Street, Northwest 19th Avenue, West Burnside Street, Southwest Washington Street, Southwest 3rd Avenue, Southwest Morrison Street, Southwest 19th Avenue and outbound same route as inbound.

ROUTES OF COACH LINES

St. Johns Loop

Westbound: From North Willamette Boulevard and North Olin Avenue at Columbia Boulevard via Northeast Union Avenue, Northeast Oregon Street, Railroad Bridge, Northwest 3rd Avenue, Southwest 3rd Avenue, Southwest Washington Street, Southwest 2nd Avenue, Southwest Pine Street to Southwest 3rd Avenue and outbound same route as inbound.

Mount Tabor

Inbound: From Southeast Yamhill Street and Southeast 88th Avenue via Southeast Yamhill Street, Southeast 76th Avenue, Southeast Taylor Street, Private Right of Way, Southeast Belmont Street, Private Right of Way, Southeast Morrison Street, Morrison Bridge, Southwest Morrison Street, Southwest 11th Avenue, Southwest Hall Street, Southwest 13th Avenue, Southwest Montgomery Street to Southwest 11th Avenue and outbound same route as inbound.

Sellwood

Inbound: From Southeast 13th Avenue and Ochoco Street via Southeast 13th Avenue, Southeast Bybee Boulevard, Southeast Milwaukie Avenue, Southeast 12th Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 2nd Avenue, Southwest Alder Street, Southwest 1st Avenue, to Southwest Madison Street and outbound same route as inbound except on Southeast 11th Avenue between Southeast Hawthorne Boulevard and Southeast Milwaukie Avenue.

Twenty-Third

Inbound: From Northwest Upshur Street and Northwest 27th Avenue via Northwest Upshur Street, Northwest 25th Avenue, Northwest Thurman street, Northwest 23rd Avenue, West Burnside Street, Southwest Washington Street, Southwest 3rd Avenue, Southwest Alder Street, Southwest 2nd Avenue to Southwest Washington Street and outbound same route as inbound to Northwest 25th Avenue and Northwest Thurman Street, then Northwest Thurman Street, Northwest 27th Avenue to Northwest Upshur Street.

Vancouver

Inbound: From Northeast Union Avenue at Columbia Boulevard via Northeast Union Avenue, Northeast Oregon Street, Railroad Bridge, Northwest 3rd Avenue, Southwest 3rd Avenue, Southwest Washington Street, Southwest 2nd Avenue, Southwest Pine Street to Southwest 3rd Avenue and outbound same route as inbound.

Westover

Inbound: From Northwest Cumberland Road and Northwest Ariel Terrace via Northwest Cumberland Road, Northwest Westover Road, Northwest Cornell Road, Northwest Pettygrove Street, Northwest 25th Avenue, Northwest Northrup Street, Northwest 21st Avenue, Northwest Glisan Street, Northwest 19th Avenue, West Burnside Street, Southwest Washington Street, Southwest 3rd Avenue, Southwest Morrison Street, Southwest 19th Avenue and outbound same route as inbound.

Willamette Heights

Inbound: From Northwest Thurman Street and Northwest Gordon Avenue via Northwest Thurman Street, Northwest 27th Avenue, Northwest Raleigh Street, Northwest 25th Avenue, Northwest Northrup Street, Northwest 21st Avenue, Northwest Glisan Street, Northwest 19th Avenue, West Burnside Street, Southwest Washington Street, Southwest 3rd Avenue, Southwest Morrison Street, Southwest 19th Avenue and outbound same route as inbound.

ROUTES OF COACH LINES

St. Johns Loop

Westbound: From North Willamette Boulevard and North Olin Avenue, Northeast 22nd Avenue, to Northeast Knott Street, then southbound same route to Southeast 39th Avenue and Southeast Center Street, then via Southeast 39th Avenue to Southeast Gladstone Street.

Fifty-Second

Inbound: From Southeast 82nd Avenue and Kendall Station via Southeast 82nd Avenue; also from Southeast 82nd Avenue and Southeast Woodstock Boulevard via Southeast 82nd Avenue, Southeast Duke Street, Southeast 52nd Avenue, Southeast Division Street, Southeast Ladd Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 5th Avenue, Southwest Yamhill Street, Southwest 6th Avenue, Southwest Madison Street to Southwest 5th Avenue and outbound same route as inbound.

Woodstock Boulevard

Inbound: From Southeast 62nd Avenue and Southeast Woodstock Boulevard via Southeast Woodstock Boulevard to Southeast 41st Avenue, and outbound same route as inbound.

Linnton

Under the terms of Ordinance 63094 a franchise was granted to the Linnton Transit Company to operate a coach line over the route therein designated from down-town Portland via St. Helens Road to the district known as Linnton. It is understood and agreed that upon the expiration of said franchise the Company shall make application to the City for permission under the terms of this ordinance to operate a coach line over substantially the same route as provided in said Ordinance No. 63094 granted to the said Linnton Transit Company.

Sellwood Bridge

The Company agrees that it shall, upon order of the Public Utilities Commissioner of the State of Oregon, or of any similar agency which may be created in the future, operate a motor coach line, connecting with its Sellwood street car line across the Sellwood Bridge to a connection with its North and South Portland trolley coach line.

Barbur Boulevard

The Company agrees that it shall, upon order of the Public Utilities Commissioner of the State of Oregon, or of any similar agency which may be created in the future, operate a motor coach line on Barbur Boulevard from the City Limits to the business district of the west side of the City.

ROUTES OF TROLLEY COACH LINES

Eastmoreland

Inbound: From Southeast Milwaukie Avenue and Southeast Bybee Boulevard, via Southeast Milwaukie Avenue, Southeast Claybourne Street, Southeast 17th Avenue, Southeast Bybee Boulevard, Southeast 28th Avenue, Southeast Rex Street, Southeast 34th Avenue, Southeast Woodstock Boulevard, Southeast 41st Avenue, Private Right of Way, Southeast 42nd Avenue, Southeast Gladstone Street, Southeast 28th Avenue, Southeast Rhone Street, Southeast 26th Avenue, Southeast Clinton Street, Southeast 12th Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 5th Avenue, Southwest Taylor Street, Southwest 6th Avenue, Southwest Madison Street to Southwest 5th Avenue, and outbound same route as inbound, to Southeast 11th Avenue and Southeast Hawthorne Boulevard, then on Southeast 11th Avenue, Southeast Division Street, Southeast 13th Avenue, to Southeast Clinton Street and same route as inbound.

Hawthorne

Inbound: From Southeast Division Street and Southeast 80th Avenue via Southeast Division Street, Southeast 60th Avenue, Southeast Lincoln Street, Southeast 54th Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison

Street, Southwest 5th Avenue, Southwest Taylor Street, Southwest 6th Avenue, Southwest Madison Street to Southwest 5th Avenue, and outbound same route as inbound.

Mount Scott

Inbound: From Southeast 72nd Avenue and Southeast Woodstock Boulevard via Southeast 72nd Avenue, Southeast Foster Road, Southeast 50th Avenue, Southeast Hawthorne Boulevard, Hawthorne Bridge, Southwest Madison Street, Southwest 5th Avenue, Southwest Taylor Street, Southwest 6th Avenue, Southwest Madison Street to Southwest 5th Avenue and outbound same route as inbound.

North and South Portland.

Southbound: From Northwest 24th Avenue and Northwest Nicolai Street via Northwest 24th Avenue, Northwest Thurman Street, Northwest 16th Avenue, Northwest Glisan Street, Northwest 3rd Avenue, Southwest 3rd Avenue, Southwest Grant Street, Southwest 1st Avenue, Southwest Porter Street, Southwest Front Avenue, Southwest Gibbs Street, Southwest Corbett Avenue, Southwest Nebraska Street, Southwest Virginia Avenue, Southwest Taylor Ferry Road to Riverview Cemetery, and northbound same route as southbound to Northwest Thurman Street and Northwest 21st Avenue, then Northwest 21st Avenue, Northwest Wilson Street, Northwest 22nd Avenue, Northwest Nicolai Street to Northwest 24th Avenue.

Rose City

Inbound: From Northeast Sandy Boulevard and Northeast 82nd Avenue via Northeast Sandy Boulevard, East Burnside Street, Burnside Bridge, West Burnside Street, Southwest 5th Avenue, Southwest Stark Street, Southwest 3rd Avenue to West Burnside Street and outbound same route as inbound.

St. Johns

Inbound: From North Jersey Street and North Chicago Avenue via North Jersey Street, North Columbia Boulevard, North Lombard Street, North Greeley Avenue, North Killingsworth Street, North Interstate Avenue, Broadway Bridge, Northwest Broadway, Southwest Broadway, Southwest Stark Street, Southwest 5th Avenue, Northwest 5th Avenue, Northwest Glisan Street to Northwest Broadway and outbound same route as inbound to North Jersey Street and North Chicago Avenue, then North Jersey Street, North St. Louis Avenue, North Ivanhoe Street, North Chicago Avenue to North Jersey Street.

Williams

Inbound: From Northeast Dekum Street and Northeast 18th Avenue via Northeast Dekum Street, Northeast Cleveland Avenue, Northeast Portland Boulevard, North Williams Avenue, Railroad Bridge, Northwest Glisan Street, Northwest 10th Avenue, Southwest 10th Avenue, Southwest Stark Street, Southwest 5th Avenue, Northwest 5th Avenue to Northwest Glisan Street and outbound same route as inbound.

In case of an emergency the Company may, subject to modification by the City Commissioner in charge fix service schedules and routes, but such schedules and routes so fixed by the Company shall continue in force only during the emergency.

Also, the Company is hereby granted the right and privilege, subject to modification by the Council, to operate its street cars, coaches and trolley coaches over convenient and practical routes upon the streets and public ways of the City, between the garages or repair shops of the Company and any street railway line, coach line or trolley coach line of the Company, and between the garages and repair shops of the Company, and the Company hereby agrees to notify the City of the establishment and any subsequent changes of such routes.

In the motor coach lines and trolley coach lines herein enumerated, there [illegible] outbound turns

shall be subject to the rules and regulations to be established from time to time by the Company, subject to the approval of the City Commissioner in charge and shall only be accepted as fare under the fare structure then in force which provides for such tickets, tokens or passes, but all tickets or tokens, excepting pass coupons, which may have been bona fidely purchased and which may not be acceptable under the fare structure in force at the time said tickets or tokens are offered, will be redeemed upon presentation at any ticket office of the Company and at the price paid therefor.

(3) School Tickets. Special school tickets, good for the transportation of bona fide students of public and recognized private schools, shall be sold, and shall be valid until used, but such tickets will only be acceptable as fares on regular school days and if presented after 6:00 o'clock a. m., and before 6:00 o'clock p. m., or at such additional times as may be agreed upon by the Company and the Council. The Company may adopt such reasonable rules and regulations as may be necessary in relation to the use of such school tickets.

(4) Transfers. Transfers shall be issued in accordance with the fare structure in force at the time when such transfers may be demanded, and shall be subject to such rules and regulations as may be necessary to carry into effect the provisions of the fare structure under which the same are authorized, and shall be further subject to such regulations with reference to the use thereof as the Company and the Council may from time to time agree.

(5) Initial Fare Schedule. The fare schedule which shall be put into effect upon the effective date of this franchise, and under which passengers shall be transported within the corporate limits of the City shall be:

School tickets 4c each when purchased in books of 25; Weekly pass, $1.25;

Restricted single cash fare of 5c, without transfer privileges, good on the lines and within the limits as set forth in the Company's tariff included in Ordinance No. 63784, passed February 23, 1933;

Tokens or tickets 8 1/3c when purchased in quantities of three for 25c;

Single cash fare, 10c.

Upon presentation of any school ticket, token or ticket purchased, or upon the payment of a single cash fare, a passenger, upon demand therefor at the time of such presentment or payment, shall be issued a free transfer which shall entitle said passenger to continuous carriage in one general direction upon any other street car line, coach line or trolley coach line of the Company within the corporate limits of the City of Portland.

Children seven years of age and over, and children under seven years of age when occupying seats required for revenue passengers, or when traveling alone, shall pay the fare provided by the existing fare schedule. Children under seven years of age, when accompanied by a person who is being carried under any existing fare schedule, and when not occupying a seat required for a revenue passenger, shall be carried free.

(6) Tariffs to cover the transportation of any merchandise, special service, the chartering of street cars, coaches or trolley coaches and/or any tariffs, rules or regulations reasonably necessary in supplementing, interpreting, or enforcing the fare schedule, shall be established from time to time subject to the approval of the City Commissioner in charge.

(7) Policemen in uniform, firemen in uniform and employees of the Company shall be transported without charge.

Section 20. Termination by the Company

compel the execution to it of an instrument of transfer and conveyance.

(3) That upon the acquisition of any such system or property the right of the holder of this franchise pursuant to which such system or property was operated shall cease and determine and the acquisition by the City of any such property or system shall operate to divest the holder of this franchise of all right, title and interest therein.

These provisions of this section shall bind the successors and assigns of the Portland Traction Company.

Section 22. Forfeiture.

In case of any failure by the Company to do and perform any of the terms and conditions of this franchise and when such failure shall continue for a period of thirty (30) days after written notice from the City to the Company, then and in that event the determination of whether or not there is a failure to comply with the terms and conditions of the franchise and as pointed out in the notice and in the event the Company contends there is no such failure, then the question in dispute shall be referred to the City Attorney by the Council with directions that the City Attorney commence a suit in the Circuit Court of the State of Oregon for Multnomah County under the provisions of the declaratory judgment law of the State of Oregon for the purpose of having the rights of the Company and the City determined on the questions involved. If the court determines there is a failure to comply with the notice of the City the Company shall within ninety (90) days correct such failure, and upon failure of the Company so to do the City shall have the full right, power and authority, acting by and through the Council to declare a termination and forfeiture of this franchise.

Section 23. Manner of Agreement by City.

Any agreement by the City with the Company pursuant to the terms of this franchise shall be construed as an administrative act of the City and shall be consummated on the part of the City by the adoption of a resolution by the Council, and whenever it shall be necessary to execute a formal agreement said resolution shall provide that such an agreement may be executed on the part of the City by such officer or officers thereof as may be named in such resolution; provided, however, that on matters of agreement between the City and the Company, legislative in character, such agreement must be authorized by ordinance.

Section 24. Manner of Giving Notice.

Whenever by the terms of this ordinance notice is required to be given to the company, it shall be by a notice in writing addressed to the principal office of the company in the City of Portland, Oregon, and whenever notice is required to be given to the City it shall be in writing addressed to the City and delivered at the office of the Auditor of the City.

Section 25. Time of Commencement of Operation.

(1) Initial Modernization Plan. The Company agrees that within one year from the effective date of this ordinance, it will purchase, place in operation and use the equipment and facilities heretofore described in the definition "Initial Modernization Plan"; but with reference to the repair of the street paving included in the track area of street railway lines to be abandoned as provided by said "Initial Modernization Plan" it is agreed that such repairs shall be completed within four years from the effective date of this ordinance under an orderly program to be agreed upon between the Company and the Council. In order to enable the grantee to continue operation of its existing street car and coach lines as may be necessary in gradually chang[illegible]

struct, maintain and operate a street railway, coach and trolley coach transportation system in the City of Portland for twenty years.

SHALL SAID ORDINANCE BE APPROVED?

500 Yes, I vote for the franchise ordinance.

501 No, I vote against the franchise ordinance.

The Council of the City of Portland by Resolution No. 21128 adopted on the 19th day of December, 1935, submitted the foregoing measure to the legal voters of the City of Portland, Oregon. to be voted upon at the Special Municipal Election to be held in said City on the 31st day of January, 1936, and the foregoing measure and ballot title are published pursuant to the laws and ordinances in such cases made and provided.

Dated this 7th day of January, 1936.

Date of first publication, January 8, 1936.

Date of last publication, January 9. 1936.

GEO. R. FUNK,
Auditor of the City of Portland.

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL.

AN ACT

To amend an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith," filed in the office of the Secretary of State January 23, 1903, as subsequently amended by the legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, by adding thereto a new section to be numbered Section 195½ and authorizing the levy of a special tax in a sum not exceeding $25,000.00 in addition to all other authorized general and special taxes, and authorizing the proceeds from the said special tax levy to be expended by the Council for the purpose of redeeming scrip heretofore issued under and in pursuance of Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self-liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 64026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORTLAND, OREGON:

Section 1. That an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith," filed in the office of the Secretary of State, January 23, 1903, and as subsequently amended by the Legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, hereby is amended by adding thereto a new section to be numbered Section 195½ reading:

Section 195½. SPECIAL TAX FOR REDEEMING SCRIP ISSUED UNDER AUTHORITY OF ORDINANCES NUMBERED 63980 AND 64026.

The Council for the fiscal year 1937 only, shall incorporate in its budget for that year an item of Twenty-five Thousand Dollars ($25,000.00) to cov-

submitted the foregoing measure to the legal voters of the City of Portland, Oregon, to be voted upon at the Special Municipal Election to be held in said City on the 31st day of January, 1936, and the foregoing measure and ballot title are published pursuant to the laws and ordinances in such cases made and provided.

Dated this 7th day of January, 1936.

Date of first publication January 8, 1936.

Date of last publication January 9, 1936.

GEO. R. FUNK,
Auditor of the City of Portland.

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL.

AN ACT

To amend an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith", filed in the office of the Secretary of State January 23, 1903, as subsequently amended by the legislature and by the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, by adding thereto a new section to be numbered section 195¾, authorizing the levy of a special tax for the year 1937 only, in the sum of $50,000, in addition to all other authorized general or special taxes, and authorizing the proceeds from the said special tax levy to be expended by the Council for the purpose of investigating and studying the economic worth and financial value of the Northwestern Electric Company, a corporation organized under the laws of the State of Washington, and making appraisals of the property and plant of said Northwestern Electric Company for the purpose of determining by arbitration the valuation of said property and plant of said company and used in connection with its electric light, heat, and power system in the City of Portland, and providing that pending the collection of said special tax the Council may borrow from the general fund not exceeding $50,000, and further providing that in the event a tax levy is authorized, the question of whether or not the city shall acquire said property on the arbitration value shall be submitted to the voters at a special election to be held on Friday, February 26, 1937, and authorizing additional legislation on the part of the Council and the right to employ and compensate persons to make such investigations, studies and appraisals, and providing that the said special tax of $50,000 is specifically authorized for the year 1937 only and shall not be computed as a part of the revenue raised during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes which may be levied according to law.

BE IT ENACTED BY THE PEOPLE OF THE CITY OF PORTLAND, OREGON:

Section 1. That an act of the Legislative Assembly of the State of Oregon entitled, "An Act to incorporate the City of Portland, Multnomah County, State of Oregon, and to provide a charter therefor and to repeal all acts or parts of acts in conflict therewith", filed in the office of the Secretary of State, January 23, 1903, and as subsequently amended by the Legislature and by

authority to employ and compensate such persons as it may deem necessary to employ to make such investigation, studies and appraisals, including compensation to arbitrators, and such persons shall not be subject to the civil service requirements of the charter. The Council is granted authority to enact such further legislation as it may deem necessary to fully carry out the power hereby granted. Pending the collection of said special tax the Council hereby is authorized to borrow from the general fund, from time to time, sufficient funds, not exceding a total of $50,000, to meet the current expenses incurred in carrying out the authorized purposes of this section. The general fund shall be reimbursed, together with interest at the then current rate, for moneys loaned to said special tax fund, as soon as and when moneys are received by the City Treasurer from said special tax levy. The said special tax of $50,000 hereby is specially authorized for the year 1937 only and shall not be computed as a part of the revenue received during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes.

The ballot title adopted for the foregoing measure is as follows:

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL:

Act amending charter by adding thereto a new section, reading:

Section 195¾. SPECIAL TAX LEVY PURPOSE OF PAYING COST OF ARRIVING BY ARBITRATION AT VALUATION OF PLANT AND PROPERTIES OF NORTHWESTERN ELECTRIC COMPANY AND ITS ELECTRIC LIGHT, HEAT AND POWER SYSTEM IN THE CITY.

The Council for the fiscal year 1937 only shall incorporate in the budget for that year an item of $50,000 to cover the cost of arriving at the valuation of the plant and properties constituting the electric light, heat and power system of the Northwestern Electric Company in the city and, in addition to the regular tax, and all other special taxes, authorized by law for the year 1937, levy for the fiscal year 1937 only an additional special tax of $50,000 upon all of the property in the City of Portland not exempt from taxation, to provide a special fund, and the moneys received from the said special tax levy shall be, by the City Treasurer, placed in a special fund. The Council hereby is granted authority to expend the moneys in said special tax fund for the purpose of paying the cost of investigating and making studies of the economic worth and financial value of the Northwestern Electric Company, a corporation organized under the laws of the State of Washington and owning, maintaining and operating an electric light, heat and power system in the city under a franchise granted by the Council, and by the people of the city, by Ordinance No. 25930, passed by the Council September 25, 1912, approved by the Mayor October 1, 1912, and approved by the people November 2, 1912, and in paying the cost of appraising the properties constituting the electric light, heat and power system, in whole or in part, and as located within the corporate limits of the city of said company, with a view of determining whether the city shall acquire said electric light, heat and power properties constituting said system as a whole, or any part thereof, and to pay the cost thereof as determined by a valuation made by arbitration and in the manner and

in the west side business district of the City. At all times during the term of this franchise the Council shall have complete jurisdiction over the matter of left-hand turns in said district and if in its opinion any of such left-hand turns are not in the interest of public safety and convenience, the Council may direct such changes in routes as are necessary to reduce the number of left-hand turns.

Section 18. Service and Headway.

The Company shall not during the term of the franchise abandon service on any street car line or lines, coach line or lines or trolley coach line or lines, if such abandonment will seriously impair the mass transportation system in the City or leave substantial territories without transportation service. In the event the company desires to abandon any service on any street car, coach or trolley coach line or lines it shall petition the Council for leave so to do, which petition shall state the reasons for such proposed abandonment. Such petition shall be referred to the Department of Public Utilities which department shall make an investigation of the facts and report its findings, together with such recommendations as may seem proper in the premises; thereafter said petition and the report of the Department of Public Utilities shall be heard, considered and determined by resolution of the Council. At no time during the term of this franchise, except with the consent of the Council shall the Company operate street cars, coaches or trolley coaches at a greater interval than thirty (30) minutes between the hours of 6:00 a. m. and 12:00 midnight on the following lines:

Arlington Heights,
52nd Avenue,
Siskiyou-Halsey Street,
Killingsworth Avenue,
King's Heights,
Sam Jackson Park,
Westover,
Vancouver line to Columbia Boulevard,
Barbur Boulevard,
Jefferson Street,
33rd Avenue,
Woodstock Boulevard,
Linnton and
Sellwood Bridge.

On all remaining street railway, coach and trolley coach lines the Company shall not, except with the consent of the Council during the term of this franchise operate street cars, coaches or trolley coaches at a greater interval than fifteen (15) minutes between the hour of 6:00 a. m. and 12:00 midnight.

Section 19. Initial, Minimum and Maximum Fares.

(1) Basis of Fare. In the absence of any substantial change in the purchasing power of money from such power existing as of the effective date of this ordinance, the minimum fare for the transportation of a passenger hereunder, except upon school tickets, shall be five cents for any single ride between terminal points of any line, and the maximum fare for the transportation of such a passenger shall be ten cents for any single ride, including transfer privileges as provided in sub-section (4) of this section. It is the purpose of the parties to provide only a minimum and maximum cash fare by the terms of this franchise, to the end that the Company, subject to the approval of the Council, may make such changes, and experiments in fare structures, in tickets, commutation tickets, weekly or other passes, tokens, transfers, and such other fare devices as may be in the best interest of both the Public and the Company.

(2) Tickets, Tokens and Passes. If tickets, tokens, weekly passes, or other passes, are provided for in any fare structure, then such tickets, tokens, weekly passes or other passes,

If and when the gross revenue from operation of this transportation system within the City shall become less than the total expense of operation which shall include operating expenses, taxes, interest charges and depreciation, the Company may give six months' notice to the Council of such fact and that it elects to surrender its franchise and cease the operation of a transportation system thereunder. In such event the Company shall give a guarantee that its service will continue during the said six months and such other and further guarantees of franchise performance as may be adjudged reasonable; provided, however, upon receipt of such a notice the Council has the right to examine, through its own accounting officer, the books, accounts and vouchers of the Company for the purpose of ascertaining whether the gross revenue from the operation of the transportation system has become less than the total expense of operation inclusive of items as aforesaid. In the event the City's accounting officer does not agree with the Company on the facts, such accounting officer shall file his report with the Auditor, who shall transmit same to the Council. The Council shall then consider the facts with the Company and in the event the Company and the Council cannot agree, then the City Attorney shall be authorized to and shall, as directed by the Council, commence a suit in the Circuit Court of the State of Oregon for Multnomah County, under the provisions of the declaratory judgment law of the State of Oregon, for the purpose of having the rights of the Company and the City determined on the questions involved. At the time of giving the foregoing notice of the Company's election to surrender this franchise and cease the operation of the transportation system hereunder, the Company shall tender to the Council at the time of giving such notice such documents as shall legally transfer to the City all of the Company's right, title and interest in and to its tracks within the City and the overhead wires and poles used in connection therewith and in connection with the trolley coach lines and the necessary and incidental appurtenances thereto. The Council shall then have the option of accepting said transfer of title to said tracks and said overhead wires and poles used in connection therewith and in connection with the trolley coach lines and the necessary and incidental appurtenances thereto, but in the event that the Council does not accept such transfer the Company shall within twelve months remove the overhead wires and poles used in connection therewith and shall either pave over the track area in a manner satisfactory to the Council or when ordered by the Council remove the tracks and restore the paving in the track area in a manner to conform to the adjacent pavement as directed and approved by the City Engineer. In the event any such abandoned tracks are paved over, the Company shall keep such pavement in repair for a period of ten years.

Section 21. Purchase by City.

(1) The City may, in any lawful manner and upon the payment of a fair valuation, lawfully ascertained, purchase, condemn, acquire, take over and hold the property and system of the grantee in whole or in part; if such purchase or taking over be at the expiration of the term of the franchise such valuation shall not include any sum for the value of the franchise or grant under which such system and property is being operated.

(2) That upon payment by the City of a fair valuation as above stated the property and system so acquired shall become the property of the City without formal execution of any instrument of conveyance; provided, however, the City may, at its option,

[illegible] the adoption of the [illegible] tial modernization plan, the grantee is hereby given the right and privilege for a period of one year from the effective date of this ordinance to continue to operate its street cars and coaches over the street railway lines and coach lines as the same may exist on the effective date of this ordinance.

(2) Ultimate Modernization Plan. During the first ten-year period immediately following the effective date of this ordinance, the Company agrees to set aside, as a capital reserve fund, seventy-five per cent of the net profits resulting from its operations hereunder and to expend such capital reserve fund from time to time as may be agreed upon by the Council and the Company in the further modernization of the Company's mass transportation system; it is the intent and purpose that the Company, provided funds are available therefor in the capital reserve fund, shall proceed on an orderly program over a period of ten years for a complete modernization of its mass transportation system.

Section 26. Acceptance.

The Company shall, within thirty days after the enactment of this franchise ordinance by the Council, file its written and unqualified acceptance, conditioned only upon the approval of this Ordinance by the voters of the City within ninety days from the filing of said acceptance, of all of the terms, restrictions and conditions contained in this franchise ordinance, in form satisfactory to the Council. A failure to file such written acceptance within said time shall render this franchise ordinance, and all rights and privileges granted thereunder, void as though not enacted by the Council, and provided further that this franchise ordinance shall not become a law unless and until approved by the voters, in the manner provided by law.

Said acceptance shall be in substantially the following form:

"The Portland Traction Company hereby accepts the franchise as contained in an ordinance of the City of Portland numbered 67778 entitled 'An Ordinance granting a franchise to the Portland Traction Company, an Oregon corporation, its successors or assigns, to establish, construct, maintain and operate a street railway, coach and trolley coach transportation system in the City of Portland for twenty years', passed by the Council and approved by the Mayor on the 19th day of December, 1935, and does hereby agree, conditioned only upon the approval of this Ordinance by the voters of the City within ninety (90) days from the filing of this acceptance, to assume and perform all the obligations imposed upon it under the covenants, terms and conditions of said franchise as included in said ordinance, and to respect and give effect to all rights reserved or granted in said ordinance to the City of Portland.

Dated at Portland, Oregon, this 3rd day of January, 1936.

PORTLAND TRACTION COMPANY,
By W. H. LINES,
Vice-President.

Attest:
CLARENCE O. PHILLIPS,
Assistant Secretary."

Passed by the Council, December 19, 1935.

JOS. K. CARSON, JR.,
Mayor of the City of Portland.

Attest: GEO. R. FUNK,
Auditor of the City of Portland

The ballot title adopted for the foregoing measure is as follows:

ORDINANCE REFERRED TO THE VOTERS BY THE COUNCIL.
ORDINANCE NO. 67778

AN ORDINANCE granting a franchise to the Portland Traction Company, an Oregon corporation, its successors or assigns, to establish, con-

redemption of scrip and, in addition to the regular tax and all other special taxes authorized by law for the year 1937, levy for the fiscal year 1937 an additional special tax of $25,000.00 upon all of the property in the City of Portland not exempt from taxation, to provide a scrip redemption fund, and the Council is authorized to expend the proceeds of said scrip redemption fund in redeeming scrip, which scrip was issued in conformity with Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 4026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933. The Council is authorized to enact such additional legislation as may be necessary, prescribing rules and regulations governing the redemption of the scrip. The special tax of $25,000.00 herein provided for hereby is specifically authorized for the year 1937 only, and shall not be computed as a part of the revenue raised during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes which may be levied according to law.

The ballot title adopted for the foregoing measure is as follows:

CHARTER AMENDMENT SUBMITTED TO THE VOTERS BY THE COUNCIL.

Act amending charter by adding hereto a new section, reading:

Section 195¾. SPECIAL TAX FOR REDEEMING SCRIP ISSUED UNDER AUTHORITY OF ORDINANCES NUMBERED 63980 AND 4026.

The Council for the fiscal year 1937 only, shall incorporate in its budget for that year an item of Twenty-five Thousand Dollars ($25,000.00) to cover redemption of scrip and, in addition to the regular tax and all other special taxes authorized by law for the year 1937, levy for the fiscal year 1937 an additional special tax of $25,000.00 upon all of the property in the City of Portland not exempt from taxation, to provide a scrip redemption fund, and the Council is authorized to expend the proceeds of said scrip redemption fund in redeeming scrip, which scrip was issued in conformity with Ordinance No. 63980 entitled, "An Ordinance adopting a plan for joint issuance for Multnomah County, Oregon, and the City of Portland of self liquidating scrip to be used for the relief of unemployment and other purposes, and declaring an emergency," passed by the Council April 5th, 1933, and Ordinance No. 64026 entitled, "An Ordinance amending Ordinance No. 63980," passed by the Council April 13th, 1933. The Council is authorized to enact such additional legislation as may be necessary, prescribing rules and regulations governing the redemption of the scrip. The special tax of $25,000.00 herein provided for hereby is specifically authorized for the year 1937 only, and shall not be computed as a part of the revenue raised during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes which may be levied according to law.

Shall the charter be so amended?

502 Yes, I vote for the scrip redemption amendment.

503 No, I vote against the scrip redemption amendment.

The Council of the City of Portland by Resolution No. 21125 adopted on the 5th day of December, 1935, [illegible] the people of the City of Portland from time to time, and as revised, codified and arranged by Ordinance No. 29350, passed August 19, 1914, amended June 6, 1928, hereby is amended by adding thereto a new section to be numbered section 195¾ reading:

Section 195¾. SPECIAL TAX LEVY PURPOSE OF PAYING COST OF ARRIVING BY ARBITRATION AT VALUATION OF PLANT AND PROPERTIES OF NORTHWESTERN ELECTRIC COMPANY AND ITS ELECTRIC LIGHT, HEAT AND POWER SYSTEM IN THE CITY.

The Council for the fiscal year 1937 only shall incorporate in the budget for that year an item of $50,000 to cover the cost of arriving at the valuation of the plant and properties constituting the electric light, heat and power system of the Northwestern Electric Company in the city and, in addition to the regular tax, and all other special taxes, authorized by law for the year 1937, levy for the fiscal year 1937 only an additional special tax of $50,000 upon all of the property in the City of Portland not exempt from taxation, to provide a special fund, and the moneys received from the said special tax levy shall be, by the City Treasurer, placed in a special fund. The Council hereby is granted authority to expend the moneys in said special tax fund for the purpose of paying the cost of investigating and making studies of the economic worth and financial value of the Northwestern Electric Company, a corporation organized under the laws of the State of Washington and owning, maintaining and operating an electric light, heat and power system in the city under a franchise granted by the Council, and by the people of the city, by Ordinance No. 25930, passed by the Council September 25, 1912, approved by the Mayor October 1, 1912, and approved by the people November 2, 1912, and in paying the cost of appraising the properties constituting the electric light, heat and power system, in whole or in part, and as located within the corporate limits of the city of said company, with a view of determining whether the city shall acquire said electric light, heat and power properties constituting said system as a whole, or any part thereof, and to pay the cost thereof as determined by a valuation made by arbitration and in the maner and as provided in paragraph 4 of Section 14 of said franchise Ordinance No. 25930. When the value of the property of said company proposed to be acquired by the city is determined in the manner and as provided by said franchise ordinance No. 25930, it shall be mandatory upon the Council to submit to the voters of the city the question of whether or not the city shall acquire the said property and pay the cost thereof as determined by the said arbitration, and it shall be mandatory upon the Council to call a special election for the purpose of submitting such question to the voters, which special election shall be called for and held on Friday, February 26, 1937, and the Council shall not submit any other question to the voters at said special election. In the event the voters authorize the Council to purchase the said property and pay the cost as determined by the said arbitration and to thereafter maintain and operate the said property so acquired as a municipal utility, the said municipal utility shall, within a period of three years from its annual revenues, reimburse the general fund of the city in the full amount expended from the said special tax fund and reimburse the general fund in the amount of the cost of said special election, and it shall be the mandatory duty of the Council to reflect said reimbursements to the general taxpayer in the next ensuing annual budget and tax levy, as an item of revenue, and in such manner as shall be determined by the Council. The Council hereby is granted authority to employ and compensate such persons as it may deem necessary to employ to make such investigation, studies and appraisals, including compensation to arbitrators, and such persons shall not be subject to the civil service requirements of the charter. The Council is granted authority to enact such further legislation as it may deem necessary to fully carry out the power hereby granted. Pending the collection of said special tax the Council hereby is authorized to borrow from the general fund, from time to time, sufficient funds, not exceeding a total of $50,000, to meet the current expenses incurred in carrying out the authorized purposes of this section. The general fund shall be reimbursed, together with interest at the then current rate, for moneys loaned to said special tax fund, as soon as and when moneys are received by the City Treasurer from said special tax levy. The said special tax of $50,000 hereby is specially authorized for the year 1937 only and shall not be computed as a part of the revenue received during such year for general or authorized special taxation which are subject to the tax limitations of section 11 of article XI of the Constitution of the State of Oregon, but shall be in addition to all other general or special taxes.

Shall the charter be so amended?

504 Yes, I vote for the amendment.

505 No, I vote against the amendment.

The Council of the City of Portland by Resolution No. 21126 adopted on the 10th day of December, 1935, submitted the foregoing measure to the legal voters of the City of Portland, Oregon, to be voted upon at the Special Municipal Election to be held in said City on the 31st day of January, 1936, and the foregoing measure and ballot title are published pursuant to the laws and ordinances in such cases made and provided.

Dated this 7th day of January, 1936.

Date of first publication January 8, 1936.

Date of last publication January 9, 1936.

GEO. R. FUNK,
Auditor of the City of Portland.

COPY

MEMORANDA OF THE OBLIGATION OF THE CITY OF PORTLAND RELATIVE TO CERTAIN WILLAMETTE RIVER BRIDGES

****

Hawthorne Bridge:

It is the right and privilege of the City of Portland to lay and maintain track, trolleys and all other appurtenances necessary for the operation of street cars across said bridge and approaches.

It is the right and privilege of the City of Portland to collect rent for the use of said tracks, trolleys, etc., by street cars and such rent shall be not less than 3 cents per car for each car crossing.

It is the obligation of the County Court of Multnomah County to operate the said bridge at the expense of said County.

It is, however, the obligation of the City of Portland to pay the cost of maintenance of the tracks, trolley and other appurtenances necessary for the operation of street cars across said bridge.

Re: Oregon Compiled Laws Annotated
Chapter 32 - Bridges, Article 7, paragraph 100-3273
City of Portland, Chapter 7, Article 4, Paragraph 184.

Ordinance No. 58426
Franchise ordinance No. 67778

Opinion of City Attorney by letters to Commissioner or Public Works dated June 9, 1937 and June 22, 1937.

The last paragraph of the City Attorney's letter of June 22, 1937 seems to imply that in case new rails, etc., are needed the cost is an obligation of the city, but it is the privilege of the city to pass judgment as to whether new work is necessary.

The west approach of Hawthorne bridge begins 100 feet east of the east line of Front Avenue and the east approach ends at the west curb line of East Water Street.

Morrison Street Bridge:

The privileges and obligations of the City of Portland regarding Morrison Street Bridge are the same as that of the Hawthorne Bridge.

The west approach of Morrison Street Bridge begins at the east line of Front Avenue and the east approach of said bridge ends at the west curb line of East Water Street.

Broadway Bridge:

The privileges and obligations of the City of Portland regarding Broadway Bridge are the same as that of Hawthorne Bridge.

The west approach to the Broadway Bridge begins at the north line of Hoyt Street and the east approach ends at the west line of Interstate Avenue (Larrabee Street).

Salem, Oregon
June 25, 1941

Mr. R. A. Collier
Highway Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

We refer to your letter of June 21, transmitting "Order for State Force Work," covering adjustment of street car tracks and trolley wires at approaches to the Morrison Street and Hawthorne Street Bridges.

As the ownership of these tracks and wires by the City is somewhat unusual, we are wondering whether or not you have obtained from the city officials a confirmation of the statement made by the Street Car Company. If the tracks and wires are owned by the City, on what terms are they being used by the Company, and what understanding is there relative to any required adjustments?

As a considerable amount of money is involved in the adjusting of the tracks and wires, we wish to be sure that we are not assuming the obligation unnecessarily.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM E-20 REVISED 2SM 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUN 23 19
OFFICE OF
CONSTRUCTION ENGINEER

Portland, Oregon
June 21, 1941

Subject: Trolley Wire and Tracks on
Bridge Approaches on Front Ave. Project

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

We are advised by Street Car Company that the tracks and trolley wires they are using on the Morrison and Hawthorne Bridge approaches, from the west side of Front Avenue to the west end of the new structures, is owned by the City of Portland. They will require adjustment to conform with our new improvement on these approaches. Herewith you will find Order for State Force Work in the amount of $1,000.00, to cover the adjustment of these tracks and wires.

We plan to have this work performed by the Street Car Company, who will submit bill to us for adjusting these City-owned facilities.

Yours very truly,

E. A. Collier
Division Engineer

EAC:IH
cc: G. S. Paxson
F. T. Young
Encl.

RECEIVED
FORM S-90 REVISED JAN 1-41
FOR FI

306-A-1

#2476

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 2, 1941

Subject: Ramps, Morrison, Hawthorne Bridges

Front ave. Paving Project

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under separate cover am sending a tracing of revised ramps at the Morrison and Hawthorne Bridges.

The alignment shown is based on a compromise plan that will allow construction of an island blocking the ramp traffic from Front Avenue, and leaving a ramp roadway of 20 feet. If the plan is approved, please furnish five prints for the use of this office and the contractor.

Yours very truly,

F. T. Young

F. T. Young
Resident Construction Engineer

FTY:IH
cc: E. A. Collier

5 prints sent June 8th

RECEIVED
JUN 24 1941
FOR FILING

R

Const
Projects
Municipal - Portland

Front Ave.
306-A-1
*2476

Salem, Oregon
June 23, 1941

Mr. F. T. Young
Resident Highway Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

We are today sending three copies of those sheets of the plans for the Washington Street-Clay Street project which show the sizes and types of reflectors required.

These sheets have been revised to conform with the revised widths for center line islands.

Your attention is called to the fact that some change in manhole design will have to be made for the manholes which are called for in the 2-foot island back of the Market Building. These manholes could be shifted into the traffic lane, but that should be avoided, if possible. It should be possible to design a special metal frame and cover to fit the island, or to place the standard cover in the island at pavement grade, and then place a false cover to span the opening in the island.

Information for the revision of plans at the ramps from the bridges should be submitted as soon as you can arrange to do so.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to R. A. Collier

RECEIVED
JUN 25 1941
FOR FILING

306-A-1

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

June 13, 1941

RECEIVED
JUN 14 1941
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The customary copies of the project agreement for Oregon Federal Aid Project SN-FAP 306-A (1), Washington St. to Clay St. Section of Front Avenue, in Portland, were yesterday handed to you at the Commission meeting for prompt execution in the usual manner.

As this agreement involves 1940 funds, prompt action in returning the copies will be appreciated.

Customary approved copies of the agreement estimate and specifications are attached hereto.

The Regional Office has added to the title sheets a list of drawings for the Hawthorne and Morrison bridges. They request that future submissions involving more than one contract include title sheets giving complete data for the entire Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Signed PA to
Rec'd 6/13/41

RECEIVED
JUN 14 1941
FOR FILING

306-A-1

June 12, 1941

Ellefsen-Weygandt Co.
Box 5626
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2476, which was awarded to you on May 22, 1941, by the State Highway Commission, covering the Front Avenue (Washington Street-Clay Street) Section of the Pacific Highway West, in Multnomah County. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

RECEIVED
NOV 17 1942
FOR FILING

May 27, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Front Street Section (Portland), Project No. [illegible]-4 (1).

All work is based on low bid prices, except the Morrison Street Underpassing which is based on estimated prices.

Revised bid proposals for the Morrison Street Underpassing, and revised plan quantity summary sheets are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encls.

Oregon State Highway Department — Federal Aid Highway Project No. SM-FAP 306-A (1)

FROST AVENUE SECTION (WASHINGTON ST.-CLAY ST.)

OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement.)

Salem, Oregon, May 27, 1941

74' Roadway (Sta. 99+62 to 106+16) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (705)		$ 25,725.00
1,130	cu. yds.	Sand Backfill in Basements	$ 1.20	1,356.00
All Required		Clearing and Grubbing		150.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
30	lin. ft.	Removal of Type "A" Cor Trunk	1.00	30.00
1,000	cu. yds.	Structural Excavation, Unclassified	1.25	1,375.00
13,600	cu. yds.	General Excavation, Unclassified	.45	6,120.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
270	lin. ft.	12" Sewer Pipe	.95	256.50
210	lin. ft.	18" Sewer Pipe	2.00	420.00
240	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
28	only	Concrete Inlets	20.00	560.00
6	only	Type "A" Manholes, 5' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00

180	cu. yds.	Concrete Curbs	$ 20.00	$ 2,[illegible].00
1,750	sq. yds.	Concrete Walks	1.60	2,[illegible].00
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	86.00
1.5	cu. yds.	Concrete Stairways	22.00	33.00
116	cu. yds.	Concrete Center Islands	14.00	1,652.00
7	cu. yds.	Concrete Traffic Separators	20.00	140.00
42	cu. yds.	Concrete Traffic Islands	18.00	756.00
70	only	¾" x 6" Dowel Pins	.05	3.50
10	only	Concrete Signal Pedestals	20.00	[illegible].00
All Required		Constructing Recesses for Traffic Control Markers (20%)		91.00
948	lin. ft.	¾" Electrical Conduit	.35	330.40
295	lin. ft.	1" Electrical Conduit	.41	120.95
300	lin. ft.	1¼" Electrical Conduit	.44	132.00
1,770	lin. ft.	1½" Electrical Conduit	.48	849.60
2,600	tons	3" - 0" Gravel in Base	.70	1,820.00
2,750	tons	1½" - 0" Material in Base	1.75	4,[illegible].50
15	tons	1½" - ¾" Material in Grouted Leveling Course	2.50	37.50
220	tons	¼" - 0" Material in Cushion Course	1.75	367.50
37	M-gals.	Sprinkling	2.00	74.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75	9,450.00
920	lin. ft.	¾" x 7" Expansion Joints in Pavement	.20	184.00
720	lin. ft.	¾" x 4" Expansion Joints in Pavement	.11	79.20
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	163.50
2,400	lin. ft.	Contraction Joints	.03	72.00
910	only	Dowel Bars	.20	182.00
3,800	lbs.	Tie Bars and Reinforcement	.055	176.00
60	cu. yds.	Concrete in Foundation and Base Courses	14.00	840.00
70	sacks	Cement in Grouted Leveling Course	1.80	126.00
1,900	tons	Class "F" Asphaltic Concrete	4.68	8,[illegible].00
480	tons	Class "G" Asphaltic Concrete	4.58	2,[illegible].40
				$ 80,[illegible].85

Morrison Street Bridge Undergrossing Contract
74' Roadway (Sta. 101+64.65 to 105+44) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (12%)		$ 96.00
60	cu. yds.	Structural Excavation	$ 2.00	120.00
3	cu. yds.	Structural Excavation Below Elevation Shown	5.00	15.00
150	cu. yds.	Class "A" Concrete	21.00	3,150.00
13,600	lbs.	Metal Reinforcement	.055	748.00
30	lbs.	Copper and Bronze	.70	21.00
330	lin. ft.	Metal Handrail	5.50	1,815.00

All Required		Resetting Bollards and Anchors (30%)		$ 180.00
All Required		Preparation of Harbor Wall (10%)		100.00
				$ 6,223.00
		Subtotal		$ 87,615.29
		10% Engr. & Cont.		8,781.48
		Total		$ 93,716.77
		Length	0.329 mile	
		Cost per mile	$741,990.46	

44' Roadway (Sta. 185+44 to 189+18) (Contract No. 2476)

All Required	ft.	Dredging Buildings and Backfilling Basements (6%)		$ 2,206.80
170	cu. yds.	Sand Backfill in Basements	1.20	156.00
All Required		Clearing and Grubbing		245.00
300	sq. yds.	Removal of Pavement	.40	236.00
1,670	sq. yds.	Removal of Sidewalks	.30	201.00
1,200	lins ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		480.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,608	cu. yds.	General Excavation, Unclassified	.48	1,732.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	8" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Sewer Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	18.00	576.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$	108.00
All Required		Constructing Recesses for Traffic Control Markers (30%)			97.50
775	lin. ft.	3/4" Electrical Conduit	.36		279.00
60	lin. ft.	1" Electrical Conduit	.44		26.40
4,700	lin. ft.	1½" Electrical Conduit	.48		676.80
1,000	tons	3" - 0" Gravel in Base	.70		700.00
1,700	tons	1½" - 6" Material in Base	1.75		2,975.00
190	tons	¼" - 0" Material in Cushion Course	1.75		332.50
38	M-gals.	Sprinkling	2.00		76.00
4,700	sq. yds.	Portland Cement Concrete Pavement	1.75		8,225.00
570	lin. ft.	3/4" x 3" Expansion Joints in Pavement	.20		114.00
930	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11		102.30
450	lin. ft.	¼" x 3" Expansion Joints in Pavement	.15		67.50
2,750	lin. ft.	Contraction Joints	.03		82.50
570	only	Dowel Bars	.20		114.00
2,120	lbs.	Tie Bars and Reinforcement	.055		116.60
1,680	tons	Class "B" Asphaltic Concrete	4.65		7,812.00
510	tons	Class "C" Asphaltic Concrete	4.58		2,335.80
				$	39,000.00

Morrison Street Underpassing Contract
(Sta. 106+44 to 108+[illegible]) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (0%)		$	64.00
90	cu. yds.	Structural Excavation	$ 2.00		180.00
5	cu. yds.	Structural Excavation Below Elevation Shown	5.00		10.00
100	cu. yds.	Class "A" Concrete	21.00		2,100.00
10,700	lbs.	Metal Reinforcement	.055		588.50
20	lbs.	Copper and Bronze	.70		14.00
240	lin. ft.	Metal Handrail	5.50		1,320.00
All Required		Resetting Bollards and Anchors (30%)			190.00
All Required		Preparation of Marker Wall (10%)			180.00
				$	4,336.50
		Subtotal		$	44,219.00
		10% Engr. & Cont.			4,421.90
		Total		$	48,640.90
		Length	0.165 mile		
		Cost per mile	$ 294,793.33		

68' Roadbed (Sta. 115+15 to 121+85) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (14%)		$ 5,149.20
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
860	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
12	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
210	lin. ft.	Removal of Type "B" Car Track	.75	23.50
730	cu. yds.	Structural Excavation, Unclassified	1.25	887.50
7,800	cu. yds.	General Excavation, Unclassified	.40	3,456.00
6,300	yds. sta.	Short Overhaul	.02	127.00
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.95	152.00
150	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,110	sq. yds.	Concrete Walks	1.60	3,376.00
830	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.00
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
15	cu. yds.	Concrete Traffic Separators	20.00	300.00
78	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (30%)		37.50
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1½" Electrical Conduit	.44	286.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
1,460	sq. yds.	Concrete Walks	1.60	2,336.00
910	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	91.00
8.5	cu. yds.	Concrete Abutments	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.055	396.00
252	lin. ft.	Metal Guard Rail	1.45	365.40
84	cu. yds.	Concrete Safety Islands	14.00	1,176.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	¾" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (12%)		70.00
210	lin. ft.	¾" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1½" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,750	lin. ft.	Contraction Joints	.03	106.50
630	only	Dowel Bars	.28	176.00
2,920	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
			Subtotal	$ 45,357.50
			10% Engr. & Cont.	4,539.75
			Total	$ 49,926.25
		Length	.098 mile	
		Cost per mile	$ 509,441.32	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway			
74' Roadway	$ 95,716.77	$ 56,108.00	$ 39,608.77
44' Roadway	48,640.90	28,513.00	20,127.90
68' Roadway	63,492.60	37,218.00	26,274.60
80' Roadway	49,926.25	29,266.00	20,660.25
Structures	105,829.35	62,035.00	43,794.35
	$ 363,605.87	$ 213,140.00	$ 150,465.87

1940 Federal Aid Funds $ 89,532.68 Length 0.212 mile
1941 Federal Aid Funds $ 123,607.32 Length 0.292 mile

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

Oregon State Highway Department — Federal Aid Highway Project No. SN-FAP 306-A (1)

FRONT AVENUE SECTION (WASHINGTON ST.-CLAY ST.)

OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate accompanying plans and specifications for purchase
(Estimate as basis for project agreement.)
of structural steel for Morrison St. Bridge)

Salem, Oregon, May 27, 1941 — July

74' Roadway (Sta. 99+62 to 106+44) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (70%)		$ 29,746.00
1,190	cu. yds.	Sand Backfill in Basements	$ 1.20	1,380.00
All Required		Clearing and Grubbing		192.00
190	sq. yds.	Removal of Pavement	.40	76.00
670	sq. yds.	Removal of Sidewalks	.30	201.00
700	lin. ft.	Removal of Curbs	.07	49.00
8	only	Removal of Inlets	9.00	72.00
106	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	954.00
90	lin. ft.	Removal of Type "A" Gap Trench	1.00	90.00
1,060	cu. yds.	Structural Excavation, Unclassified	1.25	1,325.00
13,600	cu. yds.	General Excavation, Unclassified	.48	6,528.00
0.13	mile	Finishing Roadbed and Slopes	400.00	52.00
2,200	lin. ft.	8" Perforated Concrete Drain Pipe	.50	1,100.00
54	lin. ft.	6" Sewer Pipe	.50	27.00
1,370	lin. ft.	8" Sewer Pipe	.50	685.00
260	lin. ft.	10" Sewer Pipe	.65	169.00
278	lin. ft.	12" Sewer Pipe	.95	264.50
210	lin. ft.	18" Sewer Pipe	2.00	420.00
360	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	180.00
250	cu. yds.	Rock or Gravel Backfill in Drains	1.90	475.00
3	only	Adjustment of Manholes	20.00	60.00
28	only	Concrete Inlets	20.00	560.00
6	only	Type "A" Manholes, 9' to 10' Deep	70.00	420.00
1	only	Drop Manhole	210.00	210.00
6	only	Sidewalk Inlets and Pipe Connections	15.00	90.00
50	lin. ft.	3/4" Copper Water Pipe	.60	30.00
40	lin. ft.	1" Copper Water Pipe	.90	36.00
200	lin. ft.	1½" Copper Water Pipe	1.50	300.00
70	lin. ft.	2" Copper Water Pipe	1.80	126.00

120	cu. yds.	Concrete Curbs	$ 20.00	$ 2,400.00
1,750	sq. yds.	Concrete Walks	1.60	2,800.00
860	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	86.00
1.5	cu. yds.	Concrete Stairways	22.00	33.00
118	cu. yds.	Concrete Center Islands	14.00	1,652.00
7	cu. yds.	Concrete Traffic Separators	20.00	140.00
42	cu. yds.	Concrete Traffic Islands	18.00	756.00
70	only	3/4" x 6" Dowel Pins	.08	5.60
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (28%)		91.00
940	lin. ft.	3/4" Electrical Conduit	.36	338.40
295	lin. ft.	1" Electrical Conduit	.41	120.95
300	lin. ft.	1¼" Electrical Conduit	.44	132.00
1,770	lin. ft.	1½" Electrical Conduit	.48	849.60
2,600	tons	3" - 0" Gravel in Base	.70	1,820.00
2,750	tons	1½" - 0" Material in Base	1.75	4,812.50
15	tons	1½" - 3/4" Material in Grouted Leveling Course	2.50	37.50
210	tons	½" - 0" Material in Cushion Course	1.75	367.50
37	M-gals.	Sprinkling	2.00	74.00
5,400	sq. yds.	Portland Cement Concrete Pavement	1.75	9,450.00
910	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	182.00
720	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	79.20
1,090	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	163.50
2,400	lin. ft.	Contraction Joints	.03	72.00
910	only	Dowel Bars	.20	182.00
3,200	lbs.	Tie Bars and Reinforcement	.055	176.00
60	cu. yds.	Concrete in Foundation and Base Courses	11.00	660.00
70	sacks	Cement in Grouted Leveling Course	1.80	126.00
1,920	tons	Class "B" Asphaltic Concrete	4.68	8,985.60
480	tons	Class "C" Asphaltic Concrete	4.58	2,198.40
				$ 80,800.25

Morrison Street Bridge Underpassing Contract
74' Roadway (Sta. 101+64.65 to 106+44) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (12%)		$ 96.00
60	cu. yds.	Structural Excavation	$ 2.00	120.00
3	cu. yds.	Structural Excavation Below Elevation Shown	5.00	15.00
130	cu. yds.	Class "A" Concrete	21.00	3,150.00
13,600	lbs.	Metal Reinforcement	.055	748.00
30	lbs.	Copper and Bronze	.70	21.00
330	lin. ft.	Metal Handrail	5.50	1,815.00

All Required		Resetting Bollards and Anchors (30%)		$ 150.00
All Required		Preservation of Harbor Wall (10%)		100.00
				$ 6,225.00
		Subtotal		$ 87,035.85
		10% Engr. & Cont.		8,700.92
		Total		$ 95,736.77
		Length	0.129 mile	
		Cost per mile	$741,990.46	

44' Roadway (Sta. 106+44 to 119+15) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (6%)		$ 2,208.00
130	cu. yds.	Sand Backfill in Basements	1.50	195.00
All Required		Clearing and Grubbing		245.00
300	sq. yds.	Removal of Pavement	.40	120.00
1,870	sq. yds.	Removal of Sidewalks	.30	201.00
1,200	lin. ft.	Removal of Curbs	.07	84.00
10	only	Removal of Inlets	9.00	90.00
All Required		Removal of Platform at Market Building		480.00
2	only	Re-anchoring Bollards	75.00	150.00
All Required		Refinishing of Market Building Walls		350.00
310	cu. yds.	Structural Excavation, Unclassified	1.25	387.50
3,600	cu. yds.	General Excavation, Unclassified	.48	1,728.00
14,000	yd. sta.	Short Overhaul	.02	280.00
0.16	mile	Finishing Roadbed and Slopes	400.00	64.00
800	lin. ft.	8" Perforated Concrete Drain Pipe	.50	400.00
14	lin. ft.	6" Sewer Pipe	.50	7.00
580	lin. ft.	8" Sewer Pipe	.50	290.00
370	lin. ft.	10" Sewer Pipe	.65	240.50
140	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	105.00
7	only	Adjustment of Manholes	20.00	140.00
22	only	Concrete Inlets	20.00	440.00
4	only	Type "A" Manholes, 5' to 10' Deep	70.00	280.00
120	cu. yds.	Concrete Curbs	20.00	2,400.00
980	sq. yds.	Concrete Walks	1.60	1,568.00
1,600	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	160.00
162	cu. yds.	Concrete Center Islands	14.00	2,268.00
32	cu. yds.	Concrete Traffic Islands	12.00	376.00
10	only	Concrete Signal Pedestals	20.00	200.00

12	only	Concrete Guard Posts	$ 9.00	$ 108.00
All Required		Constructing Recesses for Traffic Control Devices (30%)		97.20
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
80	lin. ft.	1" Electrical Conduit	.44	35.20
1,700	lin. ft.	1½" Electrical Conduit	.48	816.00
1,000	tons	3" - 0" Gravel in Base	.70	700.00
1,700	tons	1½" - 3" Material in Base	1.75	2,975.00
1,250	tons	3" - 0" Material in Cushion Course	1.75	328.50
38	Angle.	Sprinkling	8.00	76.00
4,700	Sq. yds.	Portland Cement Concrete Pavement	1.75	8,225.00
370	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.30	114.00
930	lin. ft.	3/4" x 4" Expansion Joints in Pavement	1.11	100.30
1,650	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	247.50
2,730	lin. ft.	Construction Joints	.07½	98.50
370	only	Dowel Bars	.30	114.00
2,120	lbs.	Tie Bars and Reinforcement	.05½	116.60
1,600	tons	Class "B" Asphaltic Concrete	4.00	7,900.00
520	tons	Class "C" Asphaltic Concrete	4.50	2,340.00
				$ 37,862.90

Harrison Street Underpassing Contract
(Sta. 105+44 to 105+38.75) (Estimated Prices)

All Required		Shoring, Cribbing, Etc. (08%)		$ 64.00
50	cu. yds.	Structural Excavation	$ 2.00	100.00
2	cu. yds.	Structural Excavation Below Elevation Shown	5.00	10.00
100	cu. yds.	Class "A" Concrete	21.00	2,100.00
10,700	lbs.	Metal Reinforcement	.05½	588.50
20	lbs.	Copper and Bronze	.70	14.00
220	lin. ft.	Metal Handrail	5.50	1,210.00
All Required		Resetting Bollards and Anchors (30%)		150.00
All Required		Preparation of Harbor Wall (10%)		100.00
				$ 4,336.50
		Subtotal		$ 44,219.00
		10% Engr. & Cont.		4,421.90
		Total		$ 48,640.90
		Length	0.165 mile	
		Cost per mile	$ 294,793.33	

52nd Roadbed (Sta. 119+15 to 121+85) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (145)		$ 5,149.20
820	cu. yds.	Sand Backfill in Basements	$ 1.20	984.00
All Required		Clearing and Grubbing		167.00
460	sq. yds.	Removal of Pavements	.40	184.00
880	sq. yds.	Removal of Sidewalks	.30	264.00
1,400	lin. ft.	Removal of Curbs	.07	98.00
8	only	Removal of Inlets	9.00	72.00
1	only	Removal of Manholes	20.00	20.00
13	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	108.00
18	lin. ft.	Removal of Type "B" Car Track	.75	13.50
720	cu. yds.	Structural Excavation, Unclassified	1.27	887.60
7,200	cu. yds.	General Excavation, Unclassified	.48	3,456.00
6,360	yd. sta.	Short Overhaul	.02	127.20
30	C-yd.sta.	Long Overhaul	.50	15.00
0.11	mile	Finishing Roadbed and Slopes	400.00	44.00
38	lin. ft.	6" Sewer Pipe	.50	19.00
1,350	lin. ft.	8" Sewer Pipe	.50	675.00
170	lin. ft.	10" Sewer Pipe	.65	110.50
160	lin. ft.	12" Sewer Pipe	.75	120.00
190	lin. ft.	15" Sewer Pipe	1.60	304.00
240	lin. ft.	18" Sewer Pipe	2.00	480.00
200	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	150.00
3	only	Adjustment of Manholes	20.00	60.00
30	only	Concrete Inlets	20.00	600.00
1	only	Type "A" Manhole, 20' Deep	170.00	170.00
6	only	Type "B" Manholes	70.00	420.00
60	lin. ft.	1" Copper Water Pipe	.90	54.00
140	lin. ft.	1½" Copper Water Pipe	1.50	210.00
130	cu. yds.	Concrete Curbs	20.00	2,600.00
2,112	sq. yds.	Concrete Walks	1.60	3,379.20
838	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	83.80
70	lin. ft.	Metal Guard Rail	1.25	87.50
84	cu. yds.	Concrete Center Islands	14.00	1,176.00
19	cu. yds.	Concrete Traffic Separators	20.00	380.00
70	cu. yds.	Concrete Traffic Islands	18.00	1,260.00
110	only	3/4" x 6" Dowel Pins	.08	8.80
10	only	Concrete Signal Pedestals	20.00	200.00
All Required		Constructing Recesses for Traffic Control Markers (306)		
775	lin. ft.	3/4" Electrical Conduit	.36	279.00
215	lin. ft.	1" Electrical Conduit	.41	88.15
650	lin. ft.	1½" Electrical Conduit	.44	286.00

1,600	lin. ft.	1½" Electrical Conduit	$ .48	$ 768.00
3,000	tons	3" - 0" Gravel in Base	.70	2,100.00
3,720	tons	1½" - 0" Material in Base	1.75	6,510.00
200	tons	¾" - 0" Material in Cushion Course	1.75	350.00
37	M-gals.	Sprinkling	2.00	74.00
5,000	sq. yds.	Portland Cement Concrete Pavement	1.75	8,750.00
390	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	78.00
360	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	39.60
360	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	54.00
2,300	lin. ft.	Contraction Joints	.03	69.00
390	only	Dowel Bars	.20	78.00
2,360	lbs.	Tie Bars and Reinforcement	.055	148.80
2,260	tons	Class "B" Asphaltic Concrete	4.60	10,396.00
610	tons	Class "C" Asphaltic Concrete	4.58	2,793.80
		Subtotal		$ 37,720.35
		10% Engr. & Cont.		3,772.05
		Total		$ 63,492.40
		Length	0.112 mile	
		Cost per mile	$ 566,898.21	

80' Roadway (Sta. 121+05 to 126+25) (Contract No. 2476)

All Required		Removing Buildings and Backfilling Basements (1)		$ 3,678.00
All Required		Clearing and Grubbing		146.00
2,360	sq. yds.	Removal of Pavement	$ .40	944.00
2,180	sq. yds.	Removal of Sidewalks	.30	654.00
2,700	lin. ft.	Removal of Curbs	.07	189.00
14	only	Removal of Inlets	9.00	126.00
1	only	Removal of Manholes	20.00	20.00
232	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	2,088.00
860	lin. ft.	Removal of Type "A" Car Track	1.00	860.00
982	lin. ft.	Removal of Type "B" Car Track	.75	436.50
120	cu. yds.	Structural Excavation, Unclassified	1.25	150.00
7,600	cu. yds.	General Excavation, Unclassified	.48	3,648.00
220	yd. sta.	Short Overhaul	.02	4.40
0.10	mile	Finishing Roadbed and Slopes	400.00	40.00
34	lin. ft.	6" Sewer Pipe	.50	17.00
500	lin. ft.	8" Sewer Pipe	.50	250.00
80	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	.75	60.00
5	only	Adjustment of Manholes	20.00	100.00

4	only	Adjustment of Catch Inlets	$ 12.00	$ 48.00
4	only	Reconstructing Manholes	40.00	160.00
20	only	Concrete Inlets	20.00	400.00
100	cu. yds.	Concrete Curbs	20.00	2,000.00
80	sq. yds.	Concrete Driveways	1.80	144.00
2,460	sq. yds.	Concrete Walks	1.60	2,336.00
920	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	92.00
8.5	cu. yds.	Concrete Stairways	22.00	187.00
92	cu. yds.	Class "A" Concrete in Wall	22.00	2,024.00
7,200	lbs.	Metal Reinforcement in Wall	.055	396.00
270	lin. ft.	Metal Guard Rail	1.25	338.00
86	cu. yds.	Concrete Center Islands	14.00	1,204.00
2	cu. yds.	Concrete Traffic Separators	20.00	40.00
56	cu. yds.	Concrete Traffic Islands	18.00	1,008.00
50	only	¾" x 6" Dowel Pins	.08	4.00
6	only	Concrete Signal Pedestals	20.00	120.00
All Required		Constructing Recesses for Traffic Control Markers (1%)		30.00
510	lin. ft.	¾" Electrical Conduit	.36	183.60
190	lin. ft.	1" Electrical Conduit	.41	77.90
150	lin. ft.	1¼" Electrical Conduit	.44	66.00
930	lin. ft.	1½" Electrical Conduit	.48	446.40
1,100	tons	3" - 0" Gravel in Base	.70	770.00
1,600	tons	1½" - 0" Material in Base	1.75	2,800.00
200	tons	½" - 0" Material in Cushion Course	1.75	350.00
38	M-gals.	Sprinkling	2.00	76.00
4,900	sq. yds.	Portland Cement Concrete Pavement	1.75	8,575.00
630	lin. ft.	¾" x 7" Expansion Joints in Pavement	.20	126.00
510	lin. ft.	¾" x 4" Expansion Joints in Pavement	.11	56.10
300	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	45.00
3,950	lin. ft.	Construction Joints	.03	106.50
630	only	Dowel Bars	.20	126.00
2,900	lbs.	Tie Bars and Reinforcement	.055	160.60
1,200	tons	Class "B" Asphaltic Concrete	4.68	5,616.00
400	tons	Class "C" Asphaltic Concrete	4.58	1,832.00
		Subtotal		$ 45,307.50
		10% Engr. & Cont.		4,530.75
		Total		$ 49,838.25
		Length	.098 mile	
		Cost per mile		$ 509,441.32

Morrison Street Undercrossing
(Estimated Prices)

All Required		Shoring, Cribbing, Etc. (80%)		$ 640.00
690	cu. yds.	Structural Excavation	$ 2.00	1,380.00
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
2,500	lin. ft.	Furnish 8" - 36# Steel Piling	1.50	3,750.00
1,600	lin. ft.	Furnish 10" - 42# Steel Piling	2.00	3,200.00
60	each	Drive Steel Piling	50.00	3,000.00
750	cu. yds.	Class "A" Concrete	21.00	15,750.00
75,700	lbs.	Metal Reinforcement	.055	4,163.50
700	lbs.	Copper and Bronze	.70	350.00
550	lin. ft.	Metal Handrail	5.50	3,025.00
All Required		Resetting Bollards and Anchors (40%)		200.00
All Required		Preparation of Harbor Wall (80%)		800.00
All Required		Rebuilding Steel Truss Span		14,000.00
54,000	lbs.	Structural Steel in Truss Span	.08	4,320.00
74,000	lbs.	Structural Steel in Approach Span	.13	9,620.00
1.5	M-FBM	Cedar Lumber	60.00	90.00
5.0	M-FBM	Douglas Fir Lumber	60.00	300.00
All Required		Remove and Relay Street Car Rails		700.00
				2700.00
1800	Sq.	Membrane Waterproofing	1.50	$ 65,088.50 67788.50

Hawthorne Bridge Undercrossing (Contract No. 2455)

All Required		Removal of Old Bridge and Maint. Traffic		$ 2,500.00
All Required		Shoring, Cribbing, Etc.		1,250.00
280	cu. yds.	Structural Excavation	$ 2.50	700.00
30	cu. yds.	Structural Excavation Below Elevation Shown	3.00	90.00
820	cu. yds.	Class "A" Concrete	21.50	17,630.00
116,000	lbs.	Metal Reinforcement and Miscellaneous Metal	.05	5,800.00
700	lbs.	Copper and Bronze	.50	350.00
460	lin. ft.	Metal Handrail	5.00	2,300.00
All Required		Remodel Existing Bridge		500.00
				$ 31,120.00
		Subtotal		$ 96,208.50 98908.50
		10% Engr. & Cont.		9,620.85 9890.85
		Total		$105,829.35 108799.35

Length of Structures 0.00 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway			
74' Roadway	$ 95,716.77	$ 56,108.00	$ 39,608.77
44' Roadway	48,640.90	28,513.00	20,127.90
68' Roadway	63,492.60	37,218.00	26,274.60
80' Roadway	49,926.25	29,266.00	20,660.25
Structures	108,799.35 ~~105,829.35~~	62,035.00	~~43,794.35~~ 46,764.35
	$ ~~363,605.87~~ 366,575.87	$ 213,140.00	$ ~~150,465.87~~ 153,435.87
1940 Federal Aid Funds	$ 89,332.68	Length	0.712 mile
1941 Federal Aid Funds	$ 123,607.32	Length	0.292 mile

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 329, Laws 1939
State Funds for Maintenance: Chap. 329, Laws 1939

2970.00

103-1025 Woodburn-Rock Creek Sec.
Woodburn-Sandy Second. Hwy. 1941

2477

RECEIVED
SEP 21 1942
FOR FILING
103-1025

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Kurner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that E. M. Ittchner's contract, No. 2477, was completed on June 27, 1942, and was accepted by the State Highway Commission on July 23, 1942.

Very truly yours,

MH

Secretary

RECEIVED
JUL 30 1942
FOR FILING

102 - 103

July 29, 1942

Great American Indemnity Co.
Harvey Wells-Reed Ins. Agency
Failing Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2477 for work on the Woodburn-Rock Creek Section of the Woodburn-Sandy Secondary State Highway, in Clackamas and Marion Counties, has been completed by the contractor, E. H. Ittelmer, and that final settlement will be made on or after August 6, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $18,454.95, including final payment, and that no force account work was performed therein.

This contract was completed on June 27, 1942, and accepted by the Highway Commission on July 23, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

MB Secretary

NOTED
D G. DeSart

RECEIVED
JUL 15 1942
FOR FILING

July 14, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. H. Itschner, on contract No. 2477, for work on the Woodburn-Rock Creek Section of the Woodburn-Sandy Secondary Highway in Clackamas and Marion Counties. This payment in the amount of $3,937.51, will be made on or after July 24, 1942. The retained percentage is $750.00

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
D. Q. DeSart

Form E-1—SM—6-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 13, 19 42

Section Woodburn-Rock Creek — *Kind of work* Surfacing & Oiling

Highway Woodburn-Sandy Secondary — *Section prefix* 103-1025

Contractor E. H. Itschner — *Contract number* 2477

Date of contract June 12, 1941 — *Date of completion* September 30, 19 41

Date work started July 16, 1941 — *Estimated date of completion* June 20, 19 42

Amount of contract . . . . . $20,452.00 — *Per cent of time elapsed* Time extended to 6/30/42 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 20,452.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 1235.35, 6.04 % — *Date project was completed* 6-27-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Babler Brothers, subcontractors on the oiling work, had their equipment on the job on Thursday June 4th. but due to wet weather they were unable to start oiling work until Thursday June 11th. On that date the tack coat was applied from Station 1+00 to Station 177 and covered with 3/4"-1/2" crushed gravel. 15500 gallons of oil and 600 tons of rock aggregate were placed on that section.

Carl S. Daniel, Street Inspector, is in charge of the oiling work and Harvey H. Fox, Material Checker, is assisting him.

RECEIVED
JUN 15 1942
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED

Signed H. S. Stuart x.s.

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				5.16	
Miles partially completed				5.16	
Miles completed				0	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons	5						
Men and trucks over 3 tons							
Men and tractors							
Transport Trucks	2						

Equipment used during week: Shovels ....1...., Power graders ....1...., Rollers ....1...., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., Retort - 1, Distributer - 1, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 7	Cloudy		
Monday 8	Showers		
Tuesday 9	"		
Wednesday 10	"		
Thursday 11	Clear		
Friday 12	"		
Saturday 13	"		

STATE PRINTING DEPT.

RECEIVED
NOV 21 1941
FOR FILING

103-102J

November 19, 1941

Mr. E. H. Itschner
Molalla, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 17, 1941, granted you the extension of time requested from September 30, 1941, to June 30, 1942, without penalty, in connection with contract No. 2477 for surfacing and oiling the Woodburn-Rock Creek Section of the Woodburn-Sandy Secondary Highway, in Clackamas and Multnomah Counties.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

cc - F. D. Eaton

RECEIVED
JUL 1 1941
FOR FILING

103-1025

July 1, 1941

R. H. Ittchner
Molalla, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2477 which was awarded to you on June 12, 1941, by the State Highway Commission covering the Woodburn-Rock Creek Section of the Woodburn-Sandy Secondary Highway in Clackamas and Marion Counties. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 1 1941
FOR FILING

103-1025

July 1, 1941

Harvey Wells-Reed Ins. Co.
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2477 which was awarded to E. E. Iteshner by the State Highway Commission on June 12, 1941, covering the Woodburn-Rock Creek Section of the Woodburn-Sandy Secondary Highway in Clackamas and Marion Counties.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

GA Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 17 1941
FOR FILING

103-1025

June 16, 1941

Mr. E. H. Ittschner
Molalla, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2477, which was awarded to you by the State Highway Commission on June 12, 1941, covering the Woodburn-Rock Creek Section of the Woodburn-Sandy Secondary in Clackamas and Marion County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING
103-1025

June 14, 1941

Mr. E. E. Kirchner
Molalla, Oregon

Dear Sir:

The State Highway Commission on June 12, 1941, awarded you the contract for 5.1 miles surfacing and oiling on the Woodburn-Rock Creek Section of the Woodburn-Sandy Secondary Highway, in Clackamas and Marion Counties. This award was based on your low bid of $20,452.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

HHG:AM

Secretary

cc - S. H. Probert
C. S. Pearson

11-3403 Maintenance Building at Condon

1941

2478

RECEIVED
OCT 31 1941
FOR FILING

11-3403

October 31, 1941

General Casualty Company of America
Otto E. Hoppes, Agent
Oregon Building
Salem, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2478 for construction of a maintenance building at Condon on the John Day Highway, in Gilliam County, has been completed by the contractors, Vlesko and Hannaman, and that final settlement will be made on or after November 10, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $9,036.29, including final payment, and that no force account work was performed therein. This contract was completed on September 17, 1941, and accepted by the Commission October 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NM

NOTED
D. V. DeSart

RECEIVED
JUL 14 1941
FOR FILING

11-3403

July 12, 1941

Virgil A. Hermann
140 S. 19th Street
Salem, Oregon

Gentlemen:

We hand you herewith a fully executed copy of Contract No. 2478, which was executed to you on June 12, 1941, by the State Highway Commission covering the Maintenance Building located in Condon, Gilliam County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

GA Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 14 1941
FOR FILING

11-3403

July 12, 1941

Otto L. Happe
Oregon Building
Salem, Oregon

Dear Sir:

We hand you herewith one fully executed copy of Contract No. 2478 which was awarded to Hoehn & Hansman, 1449 S. 13th Street, Salem, by the State Highway Commission on the Maintenance Building located in Condon, Gilliam County.

Inasmuch as you are survey for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

OA Secretary

NOTED
D. G. DeSart

a

RECEIVED
JUN 19 1941
FOR FILING

11-3403

June 18, 1941

Vlesko & Hannesen
1440 S. 13th Street
Salem, Oregon

Gentlemen:

We are handing you herewith four copies of contract No. 2478, which was awarded to you by the State Highway Commission, on June 12, 1941, covering the Maintenance Building in Condon, Gilliam County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on page 25 under Workmen's Compensation. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING

11-3403

June 14, 1941

Vlosho & Rasmussen
838 South 12th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on June 12, 1941, awarded you the contract for construction of a maintenance building at Condon, in Gilliam County. This award was based on your low bid of $9,888.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MH

cc - S. H. Probert
C. S. Paulsen

ר

FAP-6(4) Rock Creek Sec., John Day Hwy. 1941

#2479

RECEIVED
JUL 6 1942
FOR FILING

6 - 4

July 2, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Attention Frank J. Turner

In accordance with your letter of June 26, 1942, you are advised that contract No. 2479, with Averill & Corbin, was completed December 24, 1941, and accepted by the State Highway Commission February 13, 1942. The total amount of money paid on this contract was $11,764.80.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D.Q. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

June 26, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Averill and Corbin
Contract #2479

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

6-4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
Stencil No. 8. DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
MAR 18 1942
FOR FILING

POST OFFICE BUILDING
PORTLAND, OREGON

March 5, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 6 (4), Rock Creek Section of the John Day Highway, was made by a representative of this office on February 25, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
FEB 27 1942
FOR FILING

7aP 6-4

February 27, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are her by notified that state highway contract No.2479, for construction of the Rock Creek viaduct on the John Day Highway, in Grant County, has been completed by the contractor, Averill & Corbin, and that final settlement will be made on or after March 9, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $11,764.80, including final payment, of which $339.57 is for force account work. This contract was completed on December 24, 1941, and was accepted by the State Highway Commission on February 13, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

BY

DDeA

Secretary

NOTED
D. DeSart

File with matter in contract 2479 !

RECEIVED
FEB 25 1942
FOR FILING

7 AP-6-9

February 24, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

This is to advise you that the claim of M. L. O'Neil and Son against Averill & Corbin, in connection with state highway contract No. 2403, Goose Rock Bridge Section of the John Day Highway, in Grant County, has been paid in full.

This information is given you inasmuch as you appear surety on the bond furnished by Averill & Corbin in connection with this job.

On January 5, 1942, we advised you that this claim was filed against contract No. 2479 which is in error. We should have stated that the claim was against contract No. 2403.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AE Secretary

cc - Averill & Corbin
Route 10
Portland, Oregon

NOTED

RECEIVED
FEB 24 1942
FOR FILING

FAP 6-4

February 21, 1942

Averill and Corbin
Route No. 10
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on February 13, 1942, granted your request for an extension of time from November 30 to December 24, 1941, in connection with contract No. 2479 for construction of a bridge over Rock Creek on the John Day Highway, in Grant County, subject to the condition that you reimburse the state for extra engineering expenses incurred between November 30 and December 17, 1941. No penalty will be assessed for the period December 17 to December 24, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

cc - Paul Van Scoy

RECEIVED
JAN 6 1942
FOR FILING
6-4

January 5, 1942

M. L. O'Neil & Son
Highway Contractor
Stanfield, Oregon

Gentlemen:

This acknowledges receipt of your letter of January 2, 1942, advising that you have a claim, in the amount of $98.75, against Averill & Corbin in connection with state highway contract No. 2479 for construction of a viaduct on the Rock Creek Section of the John Day Highway, in Grant County.

In connection with this contract, Averill & Corbin furnished the state with a surety bond for the protection of all just debts, dues and demands incurred in connection with this contract. This bond was furnished by the Great American Indemnity Company for whom Harvey Wells-Reed Insurance Agency is local agent with offices in the Failing Building, Portland, Oregon, and is offered to you for the protection of your claim.

In accordance with our usual practice, we are today bringing your claim to the attention of the bonding company and the contractor.

We suggest that you file notice of your claim with the Secretary of State, within a period of six months from date of acceptance of the contract by the State Highway Commission. In accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed. For your information, this contract was completed on December 24, 1941, but has not as yet been accepted by the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D DeSart

January 5, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

This is to advise you that M. L. O'Neil & Son have filed a claim, in the amount of $98.75, against the bond taken from Averill & Corbin in connection with state highway contract No. 2479, construction of the viaduct on the Rock Creek Section of the John Day Highway, in Grant County.

This information is given you inasmuch as you appear surety on the bond furnished by Averill & Corbin.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM Secretary

cc - Averill & Corbin
Route 10
Portland, Oregon

NOTED
D DeSart

O'NEIL

R. J. O'NEIL

M. L. O'NEIL & SON

HIGHWAY CONTRACTOR
Stanfield
~~Jordan Valley~~, Oregon

Jan. 2, 1942

Oregon State Highway Comm.
Salem, Ore

Gentlemen-

Last February 1941 our cat done some work in the amount of $48.75 for Averill & Corbin on the Goose rock job. Mr Averill has paid all but $8.75 of the total amount.

Will you please see that we recieved the remaining amount.

If there are any papers for us to sign please send them to Stanfield, Ore as we have moved back there.

Yours Very Truly
M. L. O'Neil & Son.

RECEIVED
JAN 28 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

December 29, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. SN-FAP 6 (4)
Rock Creek Section
John Day Highway

6-4

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
DEC 30 1941
STATE HIGHWAY COMMISSION

wayPr-12900

Form P. R. 2

State Oregon

Federal Aid Project No. 6 (4)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 19 41

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the * Removed by WO. day of *, 19 *, a project statement, which was approved on the 25th day of March, 19 38, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of May 19 41; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven thousand, eight hundred and 00/100

dollars ($ 7,800.00) as the share of the United States payable under said act on account of Section of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11876

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State Chapter 175, laws 1917; Chapter 31, laws 1929; Chapter 389, laws 1939

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1059+83.5 and survey station 1061+30, all in Section 10, T. 12 S., R. 26 E.

, length 0.045 of a miles, in Grant County, being Section of Oregon Federal Aid project No. 6(4), consisting of 0.031 of a miles of roadway and one bridges, each of more than 20 feet clear span, .015 of a mile in length.

16—11379 GPO

RECEIVED
DEC 29 1941
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted] of said project shall not in any event exceed the sum of [redacted] dollars ($ [redacted]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($ [redacted]), the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [redacted]

(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
DEC 29 1941
DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of DEC - 6 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Thurman McClintock
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 2—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 6(4) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 13,905.55 as the total estimated cost of said project, and the sum of $ 7,800.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and DEC - 6 1941

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads

U. S. GOVERNMENT PRINTING OFFICE 16—10180

DEC 24 1941

RECEIVED
OCT 31 1941
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil 1/28) FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
R

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAP 6 (4)
Rock Creek Section
John Day Highway

POST OFFICE BUILDING
PORTLAND, OREGON

6-4

October 27, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
SEP 19 1941
FOR FILING

6-4

#2479

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Rock Creek Section, Project No. FAP 6 (4).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 6 (4)

ROCK CREEK SECTION OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 9, 1941

Roadway (Sta. 1059+03.3 to 1059+96.0) (Sta. 1060+76.0 to 1061+90)

220	cu. yds.	Trench Excavation, Unclassified	$ 3.00	$ 660.00
2,800	cu. yds.	General Excavation, Unclassified	.70	1,960.00
80	lin. ft.	24" Corr. Metal Pipe	4.00	320.00
30	cu. yds.	Salvaging Surfacing Materials	1.00	30.00
200	cu. yds.	Selected Roadbed Topping	.60	120.00
100	yd. mi.	Hauling Roadbed Topping	.15	15.00
		Subtotal		$ 3,105.00
		10% Engr. & Cont.		310.50
		Total		$ 3,415.50

Bridge (Sta. 1059+96 to 1060+76)

All Required		Shoring, Cribbing, Etc.		$ 600.00
150	cu. yds.	Structural Excavation	$ 4.00	600.00
10	cu. yds.	Structural Excavation Below Elevation Shown	10.00	100.00
136	cu. yds.	Class "A" Concrete	30.00	4,080.00
89,400	lbs.	Metal Reinforcement	.0375	1,690.50
175	lin. ft.	Metal Handrail	5.00	875.00
All Required		Remove Old Bridge and Maint. Traffic		1,500.00
		Subtotal		$ 9,445.50
		10% Engr. & Cont.		944.55
		Total		$10,390.05

Length of Roadway	.031 mile
Length of Bridge	.015 mile
Total Length	.046 mile
Cost per mile, Roadway	$ 11,017.74

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 3,413.30	$ 1,920.00	$ 1,493.30
Bridge	10,390.65	5,880.00	4,510.65
	$ 13,803.95	$ 7,800.00	$ 6,003.95

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
JUL 21 1941
FOR FILING

6 - 4

July 18, 1941

Averill & Corbin
Route 10
Portland, Oregon

Gentlemen:

We have been advised by the Railway Express Agency that your copy of contract No. 2479, which we expressed to you on July 11, has not been picked up. Will you please arrange to call for this copy or advise us where to forward it.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

by

Secretary

DGD:MS

(566—6-40 PRINTED IN U.S.A.)

Notice to Shipper of Goods Undelivered

RAILWAY EXPRESS AGENCY

INCORPORATED

CITY OFFICE

Tel. Atwater 8411 226 S. W. Broadway

Street address where shipment is held

PORTLAND, OREGON

City JUL 16 1941

8a. 194

You are notified that { Article / C. O. D. or Collection $

Forwarded by you on 7-11 1941

Addressed to Averill A. Corbin

RT. 1 D

charges 82.

1116 348

Your Invoice or Identification No. Your Express Receipt No.

Remains in this office under Mail Call

No Response to Postal Notice

Disposition Please

This shipment is held at Owner's risk subject to Express charges. Please give prompt orders for disposition. SEE DIRECTIONS ON OTHER SIDE.

OUR REFERENCE No. 1075

H. E. ALBERT, Genl. Agent

PROMPT ATTENTION WILL AVOID ADDITIONAL CHARGES

Beyond delivery limits.

SEE OTHER SIDE

RECEIVED
JUL 12 1941
FOR FILING

6 - 4

July 11, 1941

Harvey Wellwood Inc. Co.
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2472, which was awarded to Averill and Corbin by the State Highway Commission on the Rock Creek Bridge in Grant County on the John Day Highway.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

CA Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 12 1941
FOR FILING

6-4

July 11, 1941

Averill & Curtin
Route 10
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2479, which was awarded to you on June 12, 1941, by the State Highway Commission covering the Rock Creek Bridge in Grant County on the John Day Highway. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

GA Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 27 1941
FOR FILING

FAP. 6-4

JESSE S. PHILLIPS
CHAIRMAN OF THE BOARD

DANIEL McPEAK
ALFRED W. HILLBACK
MANAGERS

HARVEY WELLS - FRED C. REED
GENERAL AGENTS
412 FAILING BUILDING
ATWATER 7305

WILLIAM H. KOOP
PRESIDENT

GEORGE E. KELLY
ASSISTANT MANAGER

Great American Indemnity Company New York

PACIFIC DEPARTMENT
233 SANSOME STREET
SAN FRANCISCO, CAL.

PORTLAND, OREGON

RECEIVED
JUN 24 1941
OREGON
STATE HIGHWAY COMMISSION

June 23, 1941

Oregon State Highway Commission
Salem, Oregon

Re: Bridge No. 2734, Contract No. 2479
Averill and Corbin
Rock Creek Bridge

Gentlemen:

We are sending you today, by express, four executed copies of bond and contract on the captioned project.

Averill and Corbin neglected to sign one of the bond forms and we are wondering if this copy could be sent us for the surety's records, thus retaining three signed copies for your records and those of the contractors. However, if all the copies have to be signed, please return the unsigned copy to the contractors for signature.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred C. Reed

FCR
bs:

NOTED
D. G. DeSart

RECEIVED
JUN 19 1941
FOR FILING

6-4

June 18, 1941

Averill & Corbin
Route 10
Portland, Oregon

Dear Sirs:

We are sending you today by express four copies of Contract No. 2479, which was awarded to you by the State Highway Commission, on June 12, 1941, covering the Rock Creek Bridge in Grant County on the John Day Highway.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING
6-4

June 14, 1941

Averill & Corbin
Route 10
Portland, Oregon

Gentlemen:

The State Highway Commission on June 12, 1941, awarded you the contract for construction of an 80-foot reinforced concrete viaduct and for 0.046 mile of highway roadbed on the Rock Creek Section of the John Day Highway, in Grant County. This award was based on your low bid of $12,590.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - H. E. Probert
C. H. Pearson

6-4

RECEIVED
JUN 16 1941
FOR[illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
JUN 16 1941
STATE [illegible] COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

June 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project FAP 6 (4), Rock Creek Section of the John Day Highway, to Averill & Corbin, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. [illegible]
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

6-4

MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 31 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
May 28, 1941

RECEIVED
MAY 29 1941
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project SN-FAP 6 (4), the Rock Creek Bridge Section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

May 21, 1941

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of form PR 46 for the Rock Creek Section, Project No. F.A.P. 6141.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. M. Probert
Office Engineer

Dict. by J. W. Nash/JF

Oregon State Highway Department — Federal Aid Project No. 6 (4)

ROCK CREEK SECTION OF THE

JOHN DAY HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 21, 1941

Roadway (Sta. 1059+03.3 to 1059+96.0) (Sta. 1060+76.0 to 1061+50)

220	cu. yds.	Trench Excavation, Unclassified	$ 2.00	$ 440.00
2,800	cu. yds.	General Excavation, Unclassified	.70	1,960.00
80	lin. ft.	24" Corr. Metal Pipe	4.00	320.00
30	cu. yds.	Salvaging Surfacing Materials	1.00	30.00
200	cu. yds.	Selected Roadbed Topping	.60	120.00
100	yd. mi.	Hauling Roadbed Topping	.15	15.00
		Subtotal		$ 2,885.00
		10% Engr. & Cont.		288.50
		Total		$ 3,173.50

Bridge (Sta. 1059+96 to 1060+76)

All Required		Shoring, Cribbing, Etc.		$ 300.00
150	cu. yds.	Structural Excavation	$ 4.00	600.00
10	cu. yds.	Structural Excavation Below Elevation Shown	8.00	80.00
136	cu. yds.	Class "A" Concrete	26.00	3,536.00
29,400	lbs.	Metal Reinforcement	.06	1,764.00
175	lin. ft.	Metal Handrail	5.50	962.50
All Required		Remove Old Bridge and Maint. Traffic		1,500.00
		Subtotal		$ 8,742.50
		10% Engr. & Cont.		874.25
		Total		$ 9,616.75

Length of Roadway	.031 mile
Length of Bridge	.015 mile
Total Length	.046 mile
Cost per mile, Roadway	$ 102,370.96

[redacted] SECTION

PROJECT NO. FAP 6 (4)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

PR 46

Roadway (Rock Creek Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Nov. 30, 1941 Project No. FAP 6 (4)

Estimated Total Cost Rdwy. $ 3,173.50 Length: Miles .07

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	1,600
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	2,000
5	Timber piling	Lft.					

PR 46

Bridge (Rock Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for ~~Roadway~~ Bridge
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Nov. 30, 1941 Project No. FAP 6 (4)

Estimated Total Cost Bridge $ 9,616.75 Length: Miles .025

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	220	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	200	7	Reinforcing steel	Lb.	29,400
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	5,000
4	Lumber	M.	15	10	Explosives	Lb.	
5	Timber piling	Lft.					

114-1006 Dee-Woodworth Acres Sec.
Hood River Second. Hwy. 1941

2480

RECEIVED
JUN 12 1942
FOR FILING

114-1006

June 11, 1942

United Pacific Insurance Company
Jo Sheeyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that revised final payment will be made to Rogers Construction Company on contract No. 2480, for work on the Bee-Woodworth Annex Section of the Hood River Secondary Highway, in Hood River County, on or after June 22, 1942.

This final payment will be made in lieu of the one of which you were notified in our letter of March 23, 1942.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $54,871.15, including final payment, of which $166.41 is for force account work. This contract was completed on December 27, 1941 and accepted by the Commission on February 13, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

NOTED
D. G. DeSart

R.H. Baldock 114-1006

RECEIVED
APR 3 1942
FOR FILING

30th, 1942

COST ANALYSIS-FINAL REPORT
Dee-Woodworth Acres Section
Hood River Secondary Highway
Grade, Surface & Oil

Contract No. 2480
Rogers Construction Co., Contractors

Project 114-1006
J. E. Peck, Resident Engineer

Cost	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,540.94	All			$2,000.00
Structural Excavation	228.86	238.4 Cu. Yd.	$0.96	$1.50	357.60
Trench "	24.58	25.6 " "	0.96	1.50	38.40
General "	8,447.79	22,592.2 " "	0.374	0.40	9,036.88
Short Overhaul	848.20	42,410 Yd. Sta.	0.02	0.02	848.20
Long Overhaul	397.08	992.7 C-Y. S.	0.40	0.40	397.08
Shaping Roadbed & Ditches	1,257.86	All			1,500.00
Rounding Cutbanks	227.09	2,814 Lin. Ft.	0.08	0.10	281.40
18" Concrete Pipe	706.95	456 " "	1.55	2.10	957.60
24" " "	345.85	141 " "	2.45	3.15	444.15
Salvaging Culvert Pipe	32.10	36 " "	0.89	1.00	36.00
Wood Sight Posts	49.20	24 Each	2.05	4.00	96.00
Spring Bracket Guard Rail with Wood Posts	2,386.04	1,501 Lin. Ft.	1.59	1.25	1,876.25
4½"-2" Rock in Base	7,813.50	8,873.32 Tons	0.88	1.30	11,535.32
3/4"-0 Rock in Base and Shoulders	6,415.20	7,289.6 "	0.88	1.35	9,841.01
Sprinkling	646.08	488 M-Gal.	1.32	1.50	732.00
*Preparation of Base	315.00	3.15 Mile	100.00	100.00	315.00
*Furn. & Place Aggregates	5,145.36	2,338.8 Tons	2.20	2.50	5,847.03
* " " " 151-200 Asphalt	4,332.05	188.35 "	23.00	23.00	4,332.05
3/4"-½" Cr. Rock in S.P.	1,376.40	1,128.2 Cu. Yd.	1.22	1.60	1,805.12
½"-¼" " " " "	245.22	200.5 " "	1.22	1.70	340.85
¼"-0 " " " "	632.45	518.4 " "	1.22	1.70	881.28
PA #1, 12" Concrete Irrigation Pipe	239.95	231 Lin. Ft.	1.04	1.50	346.50

RECEIVED
APR 3 1942
FOR FILING

R.H. Baldock 114-1006

I 30th, 1942

COST ANALYSIS-FINAL REPORT
Dee-Woodworth Acres Section
Hood River Secondary Highway
Grade, Surface & Oil

Contract No. 2480
Rogers Construction Co., Contractors

Project 114-1006
J. E. Peck, Resident Engineer

Cost	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
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Sprinkling	646.08	488 M-Gal.	1.32	1.50	732.00
*Preparation of Base	315.00	3.15 Mile	100.00	100.00	315.00
*Furn. & Place Aggregates	5,145.36	2,338.8 Tons	2.20	2.50	5,847.03
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3/4"-½" Cr. Rock in S.P.	1,376.40	1,128.2 Cu. Yd.	1.22	1.60	1,805.12
½"-¼" " " " "	245.22	200.5 " "	1.22	1.70	340.85
¼"-0 " " " "	632.45	518.4 " "	1.22	1.70	881.28
PA #1, 12" Concrete Irrigation Pipe	239.95	231 Lin. Ft.	1.04	1.50	346.50

Dee-Woodworth Acres [illegible] Cost Analysis.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
PA #1, 12" Concrete Pipe	$26.37	24 Lin. Ft.	$1.10	$1.95	$46.50
PA #2, 8" Drain Tile	252.00	525 " "	0.48	0.65	341.25
PA #3, 12" Concrete Pipe	87.48	78 " "	1.12	1.95	152.10
SP ¼"-0 Screen Rejects in Stockpile	26.13	104.5 Cu. Yd.	0.25	0.25	26.13
SP ¼"-0 Screen Rejects on Road	153.50	614 " "	0.25	0.25	153.50
SP Haul Screen Rejects	37.20	465 Yd. Mi.	0.08	0.08	37.20
Force Account	166.41	All			166.41
Haul Adjustment in Favor of Contractor	3.43				3.43
	$44,406.27				$54,772.54

* Note: Work sublet to Norris Bros.

Gross Revenue	$54,772.54
Total Cost	44,406.27
Net Profit	$10,366.27

Net Profit Equals 18.9% of Gross Revenue

Dee-Woodworth Acres
Contract 2480

Detail of Cost

Labor:

Supervision	$570.00	
Labor	13,338.23	
State Industrial Accident Insurance	625.87	
Unemployment & Social Security	556.33	
		$15,090.43

Material:

18" Concrete Pipe	456 lin. ft. at $1.25	$570.00	
24" " "	141 " " " 1.95	274.95	
Wood Sight Posts	24 each " 0.75	18.00	
Lumber & Posts for Guard Fence		165.00	
Spring Brackets & Fittings for Guard Fence		495.76	
Paint for Sight Posts & Guard Fence		179.90	
12" Concrete Pipe	335 lin. ft. at $0.60	201.00	
8" Drain Tile	465 " " " 0.20	93.00	
Catch Basin Grate	1 each " 21.75	21.75	
24" Concrete Pipe	3 lin. ft. " 2.45	7.35	
Sand & Cement		32.50	
			2,059.91

Equipment Rental, Supplies & Misc.:

Equipment Rental	$11,872.00	
Gas, Oil & Grease	4,313.60	
Explosives	131.38	
Team Rental	18.75	
Lumber for Bunkers & Camp	786.10	
Small Tools & Misc. Supplies	930.76	
Freight & Cartage	69.07	
Bond & Insurance	547.65	
Home Office Expense	1,125.00	
		19,794.31

Work Done by Norris Bros.:

Preparation of Base	3.15 Miles at $100.00	$315.00	
Asphalt 151-200	188.35 Tons " 23.00	4,332.05	
Place Aggregates	2,325 cu. yd. at 1.40	3,255.00	
		$7,902.05	
Less:			
Bond - 3/4 of 1%	$58.69		
Blade Rental - 66 at $3.25	214.50		
Roller Rental - 48 at $1.00	48.00		
Cleaning Ditches - 145 at $0.75	108.75		
Wage Tax - 9% on $108.75	9.79		
		439.73	
Sub-Total - Norris Bros.			7,462.32
	Total Cost		$44,406.27

Dee-Woodworth Acres

Remarks:

This contract, which required the reconstruction of 3.2 miles of secondary highway including grading, surfacing and oiling, was bid on June 12th, 1941. The contractor started the work on August 18th, and completed on December 7th, 1941.

The clearing consisted of heavy brush and some second growth fir. An RD-8 cat equipped with a clearing dozer was used on this work and also a large hand labor crew. As burning was quite hazardous due to exceptionally dry weather there was some delay in disposing of the debris.

Excavation was handled with a 1¼-yard Lorain shovel and with a D-8 cat and scraper. The first section of grading on the north end of the project contained loose boulders and rocks and consisted of widening the existing roadbed. The south end was new grading and contained very little rock. The contractor made good progress on this work and made a small profit on the grading items.

A crushing plant containing two 30-inch gyratory crushers was set up at the State quarry about ¼-mile east of the center of the job. The quarry and plant site required some clearing and the construction of a short hauling road. As there was sufficient talus rock, mostly 6-inch in size, to provide for the crushed rock requirements, there was no drilling or shooting expense. The crusher operated 266 hours and averaged 59 cu. yds. per hour. Norris Bros. did the oiling work. The oil was hauled from Hood River.

The contract shows a good profit due to good progress, supervision and an excellent quarry.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
MAR 25 1942
FOR FILING

114-1006

March 24, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

On March 19 we wrote you advising that final payment would be made on contract No. 2480 with the Rogers Construction Company for grading, surfacing and oiling the Dee-Woodworth Acres Section of the Hood River Secondary Highway, in Hood River County, on or after March 30, 1942, but since that time a change has been made in the final payment.

This letter is to advise that a corrected final payment will be made on or after April 2, 1942. The total amount paid the contractor in connection with this work will now be $54,722.54, including the corrected final payment. Of this amount, the force account ($166.41) remains the same.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

RECEIVED
MAR 21 1942
FOR FILING

114-1006

March 19, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2480 for work on the Dee-Woodworth Acres Section of the Hood River Secondary Highway, in Hood River County, has been completed by the contractor, Rogers Construction Company, and that final settlement will be made on or after March 30, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $54,733.54, including final payment, of which $166.41 is for force account work. This contract was completed on December 27, 1941, and accepted by the Commission February 13, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. DeSart

RECEIVED
FEB 24 1942
FOR FILING
114-1006

February 21, 1942

Rogers Construction Company
Box C - 4
Dayton, Washington

Gentlemen:

The State Highway Commission, at its meeting on February 13, 1942, granted you the extension of time requested from October 15 to December 27, 1941, without penalty, in connection with contract No. 2480 for grading, surfacing and oiling the Dee-Woodworth Acres Section of the Hood River Secondary Highway, in Hood River County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - W. E. Chandler

RECEIVED
FEB 16 1942
FOR FILING

IId -1006

February 13, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No. 2480 covering grading, surfacing and oiling on the Dee-Woodworth Acres Section of the Hood River Secondary Highway, in Hood River County. This payment, in the amount of $5,360.83, will be made on or after February 23, 1942. The retained percentage is $1,642.97.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

FILED
DeSart

Form B-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 31, 1942

Section Dee-Woodworth Acres Section — Kind of work Grading, Surfacing and Oiling

Highway Hood River Secondary No 281 — Section prefix 114-1006

Contractor Rogers Const Co — Contract number 2480

Date of contract June 10th, 1941 — Date of completion Oct 15, 1941

Date work started August 18, 1941 — Estimated date of completion Dec 27, 1941

Amount of contract . . . . . $ 51,858.50 — Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 53,534.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 3101.02, ... % — Date project was completed 12-27-41, 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished Semi-Final estimate and shipped it to Division Office on Wednesday January 28th.

NOTED
H. N. HACKETT

NOTED
A.Y. WEBBER

RECEIVED
FEB 2 - 1942
STATE HIGHWAY COMMISSION

NOTED
E. M. BOOTH

Signed D E Beeks

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	Showers		
Saturday	Rain-Snow		

STATE PRINTING DEPT.

RECEIVED
FEB 11 1942
FOR FILING

114-1006

October 1, 1941

Rogers Construction Co.
Dayton, Washington

Gentlemen:

We refer to your letter of September 17, and to subsequent correspondence which we have had with Division Engineer Chandler, relative to spring brackets for guard rail to be constructed by you on the Dee-Woodworth Acres Project.

We are agreeable to furnishing these brackets from our stock at a cost to you of $1.75 each. If you desire to have them so furnished, please submit an order giving quantities and shipping instructions. Payment is to be made promptly upon receipt of our invoice.

Suggest that you check with Mr. Peak as to the number of brackets required, before ordering.

Very truly yours,

H. H. BILLOCK
Chief Engineer

By

S. L. Probert
Office Engineer

SLP:ER

cc to Mr. J. E. Peak
Mr. H. L. Chandler
Mr. H. G. Smith
Mr. J. E. Bishop

...ISSIONERS
...T F. CABELL, CHAIRMAN, PORTLAND
...S. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. S. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

September 30, 1941

Spring Brackets
Dee-Woodworth Acres

Mr. S. H. Probert
Office Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 25 concerning spring brackets on the Dee-Woodworth Acres project.

The contractor, Rogers Construction Company, probably will not finish this project this year as it is now getting entirely too late to oil in that section of the country, but they would like very much to get everything completed except the oiling and in discussing this matter with them, they are very anxious to get this guard fence built this fall, therefore I would recommend that they be furnished these brackets if the price is satisfactory to them and it does not discommode the Maintenance Department.

Much slippery road is usually experienced on this particular section, and I would very much like to have the guard fence built this fall.

Very truly yours,

W. E. Chandler
Division Engineer

WEC
geh

cc H. G. Smith
J. N. Bishop
Rogers Construction Company

ROGERS CONSTRUCTION CO.

General Road Contractors

Salem, Oregon
September 25, 1941

September 27, 1941

Mr. W. E. Chandler
Highway Division Engineer
1290 Hall Street
Bend, Oregon

Dear Sir:

We are sending herewith a copy of a letter received from the Rogers Construction Co., concerning the spring brackets required for guard fence construction on the Dee-Hoodworth Annex Project.

If the conditions obtaining on the job are such that traffic would be endangered, if the construction of the guard rail were to be postponed until spring, we will approve an arrangement whereby the spring brackets will be furnished from the supply which we have on hand at Salem, with the understanding that the price to the contractor will be $1.55 each.

If conditions do not require that the fence be installed before spring, construction of the guard rail should be delayed until spring, by which time, presumably, the contractor will have been able to secure delivery of the brackets from a manufacturer.

Please ascertain whether or not construction of the guard rail can safely be postponed until spring and then advise the contractor accordingly.

Our preference is to have the construction delayed until spring and until after the oiling work is completed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc Mr. H. G. Smith
Mr. J. H. Bishop
Rogers Construction Co.
Dayton, Wash.

Engineer

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

September 17, 1941

Mr. H. G. Smith, Construction Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are writing you in regard to the brackets required for the guard rail specified in Contract No. 2480, for the grading, surfacing and oiling of the Dee-Woodworth Acres Section of the Hood River Secondary Highway, in Hood River County.

We have tried to obtain these brackets from three Portland firms, the Portland Bolt & Manufacturing Co., the Laher Spring Co. and the Benz Spring Co.; one Seattle firm, Charles R. Watts & Co.; one Boise firm, the Olson Manufacturing Co.; and one Los Angeles firm, the U. S. Spring & Bumper Co. Only the last named firm could furnish this item at all, and they cannot make delivery before December at the best.

Under these circumstances the completion of the guard rail will be indefinitely delayed unless we are able to obtain the brackets elsewhere. The U. S. Spring & Bumper Co. indicated that they have manufactured some of these brackets for the State of Oregon. We would like to know if it would be possible to obtain the necessary brackets from the State, if you have them in stock, and replace them when we get delivery from the U. S. Spring & Bumper Co. If this cannot be done, then we would like to have your permission to eliminate that portion of the contract calling for spring bracket guard rail.

Very truly yours,

ROGERS CONSTRUCTION CO.

By Eli Neal Jr.
Bookkeeper

Requires ± 150
$1.35 cwt
U.S. handling

RECEIVED
SEP 19 1941
STATE HIGHWAY ENGINEER

RECEIVED
JUL 12 1941
FOR FILING

114-1006

July 11, 1941

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2490, which was awarded to you on June 12, 1941, by the State Highway Commission covering the Dee-Hoodinerd Annex Section of the Hood River Secondary Highway in Hood River County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

GA Secretary

NOTED
D. J. DeSart

RECEIVED
JUN 17 1941
FOR FILING
114-1006

June 16, 1941

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2480 which was awarded to you by the State Highway Commission on June 12, 1941, covering the Dee-Woodworth Acres Section of the Hood River Secondary, in Hood River County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING
114-1606

June 14, 1941

Rogers Construction Company
Dayton, Washington

Gentlemen:

The State Highway Commission on June 12, 1941, awarded you the contract for 1.95 miles grading and 3.15 miles surfacing and oiling on the Dee-Woodworth Acres Section of the Hood River Secondary Highway, in Hood River County. This award was based on your low bid of $51,858.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - E. H. Probert
G. S. Fenton

FAS 35-B-1 Trask River-Peltz Corner 1941
Sec., Fairview-Clements Corner
#2481 & Long Prairie Co. Rds.

RECEIVED
JAN 20 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FAS-35 B-1

POST OFFICE BUILDING
PORTLAND 8, OREG.

November 8, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We return herewith with changes noted thereon your copies of the Summary of Completed Work for Oregon FAS 35-B(1), Trask River-Eberhardt Corner and FAS 84-A(1), Peltz Corner-Eberhardt Corner Section.

The Washington Office has altered total actual cost on these projects on account of the overcharge on the July engineering payroll.

We sent you a copy of the Washington Office auditors memorandum for FAS 84-A(1) on September 8, 1944. No memorandum was received for FAS 35-B(1)since eligible costs remained of such amount that there was no reduction in the amount claimed.

However, quarterly statements now received indicate Washington Office records are as noted on the enclosed sheets.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

RECEIVED
NOV 9 - 1944
OREGON
STATE HIGHWAY COMMISSION

SUMMARY OF COMPLETED FEDERAL AID WORK

PELTZ CORNER-EBERHARDT CORNER SECTION

PROJECT NO. FAS 84-A (1)

Description	Code No.	Rdwy. Width	Total Cost	FAS Funds	Length
Roadway (Sta. 147+94 to 255+17	501	20	$30,595.23	$18,704.51	2.021
Bridge (Sta. 180+73 to 181+23)	950		$ 6,938.72	$ 4,249.00	.009
			$37,533.95	$22,953.51	2.030

RECEIVED
NOV 9 - 1944
OREGON
STATE HIGHWAY COMMISSION

SUMMARY OF COMPLETED FEDERAL AID WORK

TRASK RIVER EBERHARDT CORNER SECTION

PROJECT NO. FAS 35-B (1)

Description	Code No.	Rdwy. Width	Total Cost	FAS Funds	Length
Roadway	501	20	$36,371.09	$21,000.00	1.731

RECEIVED
NOV 9 - 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 28 1943
FOR FILING

FAS 35-B-1

October 26, 1943

Mr. E. J. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In accord with the request contained in your letter of October 14, 1943, we are enclosing herewith five copies of revised project statement map for the Fairview-Clements Corner Section, Project No. FAS 35.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/KR

Encls.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 14, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to final voucher for Oregon Federal Aid Secondary Project FAS 35-B(1), Trask River-Eberhardt Corner Section of the Fairview-Clements Corner Road in Tillamook County.

Action on the voucher must be withheld pending submission of revised project statement sketch maps as requested in our letter of October 25, 1941. Please submit promptly.

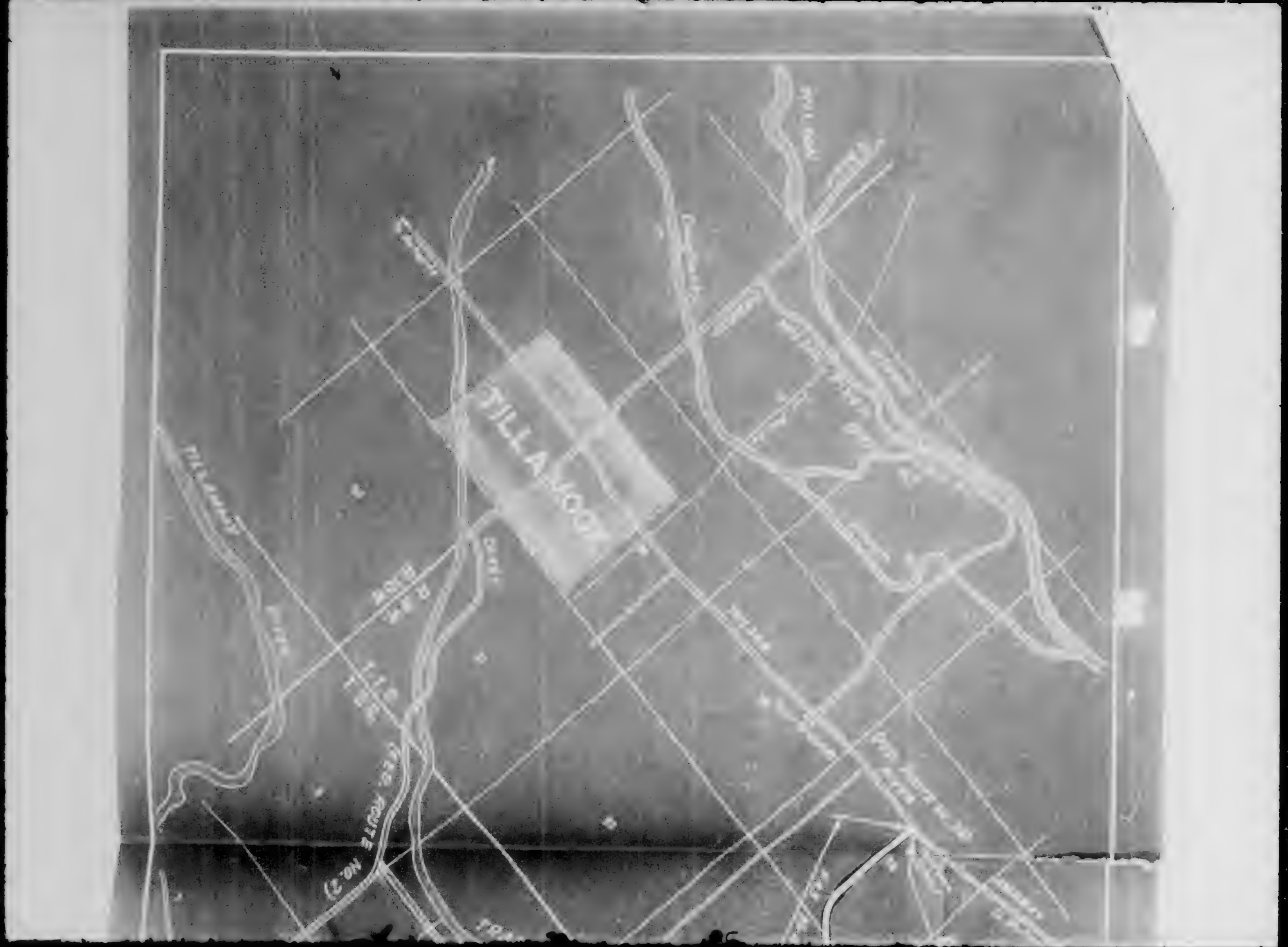
Very truly yours,

W. H. LYNCH
District Engineer

L. J. Caufield

L. J. CAUFIELD
Senior Highway Engineer

RECEIVED
OCT 15 1943
STATE HIGHWAY COMMISSION


TILLAMOOK
(SEE ROUTE NO. 2)

FAIRVIEW-CLEMENTS CORNER
TILLAMOOK COUNTY
PROJECT No. FAS 35
END OF PROJECT
FAS 35
TRASK
(FED. ROUTE No. 2)

FAIRVIEW - CLEMENTS CORNER ROAD
TILLAMOOK COUNTY
PROJECT NO. FAS 95
BEGINNING OF PROJECT
FAS 95
TRASK
(OAS 80)
NO. 2)
HIGHWAY
END OF PROJECT

RECEIVED
OCT 9 1943
FOR FILING

FAS 35

October 5, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Dear Sir:

Reference is made to our letter of August 18 re the condition of Oregon FAS Projects 35-A, Fairview to Trask River, and 84-A, Pelts Corner-Eberhardt Corner, in Tillamook County. Both of these projects are being maintained by Tillamook County.

In our letter concerning 84A, we stated that it was believed necessary, to save a general breakup next winter, that the surface be sealed this year.

If you have not already done so, will you take this matter up with the County, and advise us as to what will be done with these two projects.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Caufield
Senior Highway Engineer

Original sent to Cutler

RECEIVED
JAN 12 1943
FOR FILING

FAS 35-B-1

January 11, 1943

General Casualty Company of America
Mansfield & Company, Agents
310 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2481 for construction of the Trask River-Pelts Corner Section of the Fairview-Clements Corner & Long Prairie County Roads, in Tillamook County, has been completed by the contractor, O. J. Elden, and that final settlement, in the amount of $2,172.94, will be made on or after January 21, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $75,524.51, of which amount $97.58 represents the amount of force account items.

This contract was completed on August 26 and was accepted by the State Highway Commission on October 1, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

FAS 84-A-1
2481

MONTANA
OREGON
WASHINGTON

RECEIVED
JAN 1 -
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

January 1, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS [illegible] (1), Polts Corner-Eberhardt Corner Section of the Long Prairie Road, was made by a representative of this office on September 8, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
JAN 2 - 1943
STATE HIGHWAY COMMISSION

Inv

FAS 35-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
FOR FILING

January 1, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 35-B (1), Trask River-Eberhardt Corner Section of the Fairview-Clements Corner Road, was made by a representative of this office on September 8, 1942. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
JAN 2 - 1943
STATE HIGHWAY COMMISSION

Iron

RECEIVED
DEC 22 1941
FOR FILING

Stencil No. 124

FAS 84-A-1

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1941

Ore. FAS 84-A (1)
Trask R.-Pelts Corner Sec.
Fairview-Clements Corner
and Long Prairie Co. Rds.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

Wayne-12753

Form P. R. 2

State [redacted]

Federal Aid Secondary Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between [redacted]

[redacted], constituting

for the purpose hereof, the Highway Department of the State of [redacted] hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 606, 74th Congress);

Whereas the Highway Department of said State submitted on the [redacted] day of [redacted], 19[redacted], a project statement, which was approved on the [redacted] day of [redacted], 19[redacted], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [redacted] day of [redacted] 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [redacted] dollars ($[redacted]) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State [redacted] (Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between [redacted], length [redacted] miles, in [redacted] County, being Section [redacted] of [redacted] project No. [redacted], consisting of [redacted] miles of roadway and [redacted] bridges, [redacted] of more than 20 feet clear span, [redacted] of a mile in length.

16—11379 GPO

project base

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of [illegible] dollars ($ 23,360.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [illegible] dollars ($ 38,626.60), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [illegible]
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [illegible]
(Include reference to statute authorizing

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11579

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the NOV 21 1941, 19__ day of

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L Cabell
Chairman, State Highway Commission
(Title of officer)

By Thos McElroy
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. A. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11870

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 84-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 38,616.60 as the total estimated cost of said project, and the sum of $ 23,360.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and NOV 21 1941

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

FORM E-20 5OM 6-41

RECEIVED
NOV 24 1942
FOR FILING

R.H. Baldock

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Nehalem, Oregon,
November 17th, 1942

FAS 35-1-1

Subject: Failures in Pelz Corner-Trask Bridge Road

NOTED
State Highway Engineer

To: Mr F.D.Eaton, Division Engineer
Oregon State Highway Commission,
Salem, Oregon,

Dear Sir:

A few days ago, Mr W.S.Coates, County Engineer for Tillamook County, called up and stated that the road surface on the Pelz Corner-Trask Bridge County Road, recently completed under contract # 2481, FAS 35B-1 and 84A-1, was breaking up in places and showed an " alligator" condition. He suggested that some one from our Salem office and some one from P.R.A. come down and look the condition over. I then wrote to you of this request. A day or two later, a letter was received from County Judge stating that the road had failed in places but inferred that it was due to construction which did not follow specifications and making the same suggestion for an inspection. Yesterday I went over this road in consideable detail and find the following:

The road is and has been from the day of it's completion under an unusual and not anticipated, heavy traffic for 24 hours per day. Apparently in spite of the abuse, this heavy traffic has not greatly injured the surface although the pavement shows many marks of the heaviest type of tractors which have been walked over the road. Also, it is known that heavy shovels have walked over the road. This may not show at the present time but there may have been breaks in the surface from this traffic which will later absorb water and cause failures.

There are several places on the road which must be immediately patched to save the road, that is, holes plugged. At the wye at Pelz Corner, at the ends of the Brickyard Creek bridge due to settlement of fill, on the grade on the hill about one half mile South of Johnson Bridge over Trask River and in the wye just North of this bridge. A day or less would patch all this out but it is imperative that it be done at once.

The main failure is an "alligator" surface over parts of the section from the road leading into the Rogers Const. Company plant, a short distance East of Brickyard Creek Bridge to the Eberhardt Corner, approximately from station 175 to station 140. The breaks are all on the North half of the road and apparently only one extends to the center line and this is the largest and is 300 to 400 feet long and would probably average for this distance about 5 to six feet in from the edge. The rest are all smaller and extend in two to four feet from the edge, although there is one in the center about 100 feet long by three feet wide. It is a typical section too light for the extreme traffic which it carries. The breaks are on the best drained section but are on the side where the water main is. Whether traffic has caused this main to leak or whether water is getting into an abandoned main and seeping out, is not clear, but there will be found to be water and an excess of fines with a film of clay under these breaks. Water from leaky mains may have carried it in or surface water may have carried the clay in after the surface was cracked. The breaks are on the side of the water main and also of the heavy hauling.

In any case the small holes at the points mentioned should be immediately plugged in advance of a repair on the major breaks.

Yours truly,

J.H.Scott

Resident Engineer

cc Tillamook County Court
Oscar Cutler
R.H. Baldock

Copy R.H. Baldock

RECEIVED
NOV 17 1942
FOR FILING
FAS 35-13-1

November 14, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith copy of a letter to Judge Woods of Tillamook County regarding an inspection of the Trask River-Palts Corner Loop Road. If you will delegate someone to look this over, I will send Mr. Eason, the Division Engineer, with him.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. E. G. Smith

November 14, 1942

Honorable Harland H. Woods
County Judge
Tillamook, Oregon

Dear Judge Woods:

With reference to your communication of November 13, advise that the condition of the Trask River-Pacific Coast Loop Road is due entirely to the amount and character of the traffic now using it, which was not contemplated at the time the road was built.

It makes no difference whether a road of this kind is new or whether it is old, when the traffic is of such character as to rupture the surface, disintegration develops. We, of course, could design roads everywhere to stand the heavy traffic but the expense would be prohibitive.

I will write to Mr. Lynch and arrange for an inspection to be made by a representative of his office and a representative of this office as you suggest.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:lIX
cc Mr. F. H. Lynch
Mr. H. O. Smith

E. M. LINDSEY, COUNTY COMMISSIONER

E. G. ANDERSON, COUNTY COMMISSIONER

Tillamook County

HARLAND M. WOODS, COUNTY JUDGE

Tillamook, Oregon

November 13, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I am writing to you concerning the condition of the Trask River-Pelts Corner Loop Road that was completed this year. At the present time, and for the past several months, this road has been under extremely heavy traffic practically twenty-four hours a day. This, of course, is due to the Lighter-Than-Air Base that is now under construction, paralleling the road.

Since a recent inspection of the road, we feel that it is going to fail in many places. This might be due to many different causes. We would like to bring this to your attention as well as to the Bureau of Public Roads since the project is still young and, we feel, should have stood up much better than it has.

It is our thought that it might be well for someone from your office and the Bureau of Public Roads to come over as soon as possible and look over this stretch of road before it breaks up too much.

I would appreciate hearing from you concerning this matter as soon as possible because something will have to be done very soon in the matter of repair.

Yours very truly,

Harland M. Woods

Harland M. Woods
County Judge

ja
cc-Commander W. J. Stribling
Mr. J. H. Scott
Mr. William Lynch

RECEIVED
NOV 14 1942

RECEIVED
OCT 31 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
(Stencil #28) DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Ore. FAS 84-A (1)
Pelts Corner-Eberhardt Corner Sec.
Long Prairie Road

October 24, 1941

FAS-84-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
OCT 19 1942
A. L. MONSON

FAS 35-B-1

October 16, 1942

General Casualty Company of America
[redacted]field & Company
310 Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to C. J. Elden, on contract No. 2481, covering the Trask River-Pelts Corner Section of the Fairview-Clements Corner and Long Prairie County Roads, in Tillamook County. This payment, in the amount of $4,480.50, will be made on or after October 26, 1942. The retained percentage is $2,268.61.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
DEC 1 1942
FHA
FHA 35 13-1

October 15, 1942

Mr. C. J. Elden
3108 N. Columbia
P. O. Box 5606, Kenton Station
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 1, 1942, granted you the extension of time requested, from June 30 to August 28, 1942, without penalty, in connection with contract No. 2481 for construction of the Trask River-Palts Corner Section of the Fairview-Clements Corner and Long Prairie County Roads, in Tillamook County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH
cc - Mr. R. Brown

R

RECEIVED
SEP 19 1941
FOR FILING

FAS-84-A-1

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Peltz Corner-Eberhardt Corner Section, Project No. FAS 84-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS [illegible] (1)

FELIX COATES-SHERSAHT CORNER SECTION

OF THE LONG PRAIRIE ROAD IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1941

Roadway

All Required		Clearing and Grubbing		$ 539.00
40	cu. yds.	Structural Excavation, Unclassified	$ 1.00	40.00
3,800	cu. yds.	General Excavation, Unclassified	.32	1,216.00
2,700	yd. sta.	Short Overhaul	.02	54.00
20	C-yd-sta.	Long Overhaul	.30	6.00
200	lin. ft.	Rounding Cutbanks	.10	20.00
2.02	miles	Finishing Roadbed and Slopes	300.00	606.00
1,800	lin. ft.	12" Concrete Pipe	1.25	1,275.00
15,100	cu. yds.	Gravel in Subbase	.70	10,570.00
3,500	tons	1" - 0" Materials in Base and Shoulders	1.20	4,200.00
250	M-Gals.	Sprinkling	1.50	375.00
2.02	miles	Preparation of Base	100.00	202.00
2,300	tons	Furnishing and Placing Aggregates	2.00	4,600.00
130	tons	Furnishing and Placing 1-1-200 Asphalt	30.00	3,900.00
26	tons	Furnishing and Placing RC-3, or Emulsified Asphalt	29.00	754.00
		Subtotal		$28,357.00
		10% Engr. & Cont.		2,835.70
		Total		$31,192.70

Bridge (Sta. 180+73 to 181+23)

All Required		Shoring, Cribbing, Etc.		$ 1,000.00
80	cu. yds.	Structural Excavation, Unclassified	4.00	320.00
5	cu. yds.	Structural Excavation Below Elevation Shown, Unclassified	5.00	25.00
550	lin. ft.	Furnish Untreated Foundation Piles	.18	99.00
20	only	Drive Untreated Foundation Piles	16.00	320.00
100	cu. yds.	Class "A" Concrete	20.00	2,000.00

22,000 lbs.	Metal Reinforcement		.0575	$1,265.00
116 lin. ft.	Concrete Handrail		$ 5.00	580.00
All Required	Removal of Brickyard Creek Bridge			100.00
All Required	Maintenance of Traffic, Brickyard Creek Bridge			1,040.00
		Subtotal		$6,743.00
		10% Engr. & Cont.		674.30
		Total		$7,417.30

Length of Roadway	2.021 miles
Length of Bridge	.009 mile
Total Length	2.030 miles
Cost per mile, Roadway	$15,434.20

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$31,192.70	$19,031.00	$12,161.70
Bridge	7,423.90	4,529.00	2,894.90
	$38,616.60	$23,560.00	$15,056.60

Funds for Construction: Chap. 175, Laws 1917: Chap. 31, Laws 1929: Chap. 529, Laws 1939.
Funds for Maintenance: Chap. 529, Laws 1939.

RECEIVED
SEP 16 1942
FOR FILING
FAS 35-B-1

September 16, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Sumner, Division Credit Manager

Gentlemen:

In reply to your inquiry of September 15, 1942, we advise that S. J. Elden's contract, No. 2481, was completed on August 28, 1942, but has not as yet been accepted by the State Highway Commission. The total amount paid Mr. Elden to date is $66,872.07.

Very truly yours,

AM

Secretary

RECEIVED
SEP 14 1942
FOR FILING

FAS 35-B-1

Sept. 10, 1942.

Mr. W. E. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

On October 27, 1941, you concurred in the extension, without penalty, of C. J. Eldon's contract #2481, Trask River-Pals Corner, Project FAS-35-B(1), 84-A(1), from Sept. 30, 1941, to June 30, 1942.

Because of the war and the emergency, the contractor was seriously handicapped in securing material and labor and was unable to complete the project within the extended time limit. The project was satisfactorily completed on August 28th.

As the additional overrun in time did not materially increase engineering costs nor interfere with the traveling public, may we have your concurrence in the second extension of time from June 30, 1942, to August 28th, 1942, without penalty.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

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JUL 1 [illegible]
FOR FILING

FAS 84-A-1

June 20, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Enclosed herewith are three copies of agreement executed by the Tillamook County Court and the State Highway Commission covering right of way and maintenance on a section of the Fairview-Clements Corner Road in Tillamook County, project FAS 35-B (1). Also three copies of resolution executed by the county authorities relative to encroachments and traffic on the same section of road.

We also enclose three copies of an agreement relative to right of way and maintenance for a section of the Long Prairie County Road, being project FAS 84-A (1). Also three copies of resolution executed by the county authorities for the same section of road.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:JF
Encls.

cc: J. W. Nash

RECEIVED
MAY 31 1941
FOR FILING

FAS 84-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 29 1941
STATE HIGHWAY

May 28, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 84-A (1), the Peltz Corner-Eberhardt Corner Section of the Long Prairie Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

Oregon State Highway Department — Federal Aid Secondary
Project No. FAS 84-A (1)

KILTZ CORNER-KRUEGARDT CORNER SECTION

OF THE LONG PRAIRIE ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 5, 1941

Roadway				
All Required		Clearing and Grubbing		$ 400.00
40	cu. yds.	Structural Excavation, Unclassified	$ 1.50	60.00
3,800	cu. yds.	General Excavation, Unclassified	.30	1,140.00
2,700	yd. sta.	Short Overhaul	.01	27.00
20	C-yd.sta.	Long Overhaul	.50	10.00
200	lin. ft.	Rounding Cutbanks	.10	20.00
2.02	miles	Finishing Roadbed and Slopes	300.00	606.00
1,020	lin. ft.	12" Concrete Pipe	1.50	1,530.00
15,100	cu. yds.	Gravel in Subbase	.60	9,060.00
5,500	tons	1" - 0" Materials in Base and Shoulders	1.40	4,900.00
250	M-gals.	Sprinkling	1.50	375.00
2.02	miles	Preparation of Base	100.00	202.00
2,300	tons	Furnishing and Placing Aggregates	2.60	5,980.00
130	tons	Furnishing and Placing 151-200 Asphalt	25.00	3,250.00
26	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	25.00	650.00
		Subtotal		$ 28,210.00
		10% Engr. & Cont.		2,821.00
		Total		$ 31,031.00
Bridge (Sta. 180+73 to 181+23)				
All Required		Shoring, Cribbing, Etc.		$ 250.00
80	cu. yds.	Structural Excavation, Unclassified	$ 3.00	240.00
5	cu. yds.	Structural Excavation Below Elevation Shown, Unclassified	5.00	25.00

350	lin. ft.	Furnish Untreated Foundation Piles	$ .25	$ 137.50
20	only	Drive Untreated Foundation Piles	15.00	300.00
100	cu. yds.	Class "A" Concrete	25.00	2,500.00
22,000	lbs.	Metal Reinforcement	.06	1,320.00
116	lin. ft.	Concrete Handrail	5.00	580.00
All Required		Removal of Brickyard Creek Bridge		500.00
All Required		Maintenance of Traffic, Brickyard Creek Bridge		500.00
		Subtotal		$ 6,332.00
		10% Engr. & Cont.		635.20
		Total		$ 6,987.20

PROJECT NO. ACS 74-A (1)

Length of Roadway	2.021 miles
Length of Bridge	.009 mile
Total Length	2.030 mile
Cost per mile, Roadway	$ 15,354.26

All necessary right of way has been acquired for this project.

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FAS Funds	State Funds
Roadway	$ 31,031.00	$ 18,928.00	$ 12,103.00
Bridge	6,987.00	4,262.00	2,725.00
	$ 38,018.00	$ 23,190.00	$ 14,828.00

S. H. Probert
Office Engineer

May 26, 1941

[redacted] CORNER-KERSHARDT CORNER SECTION

PROJECT NO. FAS 84-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By S. H. Probert

S. H. Probert
Office Engineer

May 26, 1941

PR 46

Roadway (Felts Corner-Eberhardt Corner Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 2 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. FAS 84-A (1)

Estimated Total Cost Roadway $ 31,031.00 Length: Miles 2.021

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	35	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	30	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	37,200	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (Falls Corner-Eberhardt Corner Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 2 Sheets

Estimate of Materials Required for Bridge
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. FAS 84-A (1)

Estimated Total Cost Bridge $ 6,967.20 Length: Miles .009

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	200	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	180	7	Reinforcing steel	Lb.	23,800
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	11	10	Explosives	Lb.	
5	Timber piling	Lft.	550				

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FEB 9 1942
FOR FILING

FAS 35-B-1

February 6, 1942

Mr. C. J. Eldon
Box 5686 Kenton Station
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 6, 1941, granted your request for an extension of time, from September 30, 1941, to June 30, 1942, without penalty, in connection with state highway contract No. 2[illegible] for grading, surfacing and construction of bituminous [illegible] on the Trask River-Pelts Corner Section of the Fairview-Clements Corner Road and Long Prairie County Road, in Tillamook County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM
cc - Mr. F. B. Mason

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DEC 1 3 1941
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Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

December 12, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. FAS 35-B(1)
Trask R.-Peltz Corner Sec.,
Fairview-Clements Corner and
Long Prairie Co. Rds.

FAS-35-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

Zion

wa+pr-12.7.1.9

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 35-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 19 41

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Sec. 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 606, 74th Congress)

Whereas the Highway Department of said State submitted on the 1st day of March, 19 39, a project statement, which was approved on the 1st day of April, 19 39, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of May 19 41; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of Twenty-one thousand, and 00/100

dollars ($ 21,000.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11870

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 173, Laws 1927; Chap. 32, Laws 1929; Chap. 329, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 53+00 in the NE¼, Sec. 33, T. 1 S., R. 9 W., W.M., the south end of Section A(1) of said project, and survey station 117+93, at the west ¼ corner of Sec. 3, T. 2 S., R. 9 W., W.M., the east end of Project BRS 33-A(1) (excepting therefrom the bridge between survey station 57+74 and survey station 67+84),

, length 1.731 miles, in Tillamook County, being Section B(1) of Oregon Federal Aid Secondary project No. BRS 33, consisting of 1.731 miles of roadway and 2 bridges, [illegible] of more than 20 feet clear span; [illegible] mile in length.

16—11370 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of twenty-one thousand and 00/100 dollars ($ 21,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-four thousand, four hundred twenty and 10/100 dollars ($ 34,420.10), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to (Official designation) the State Treasurer hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of (Name) Oregon of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 339, Laws 1929.

(Here insert statute or other definite statement showing source of funds and probable amount annually available.)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

...PROJECT ...materials which ...in any event.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112-

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 25 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By Glenn McClough
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. J. Tracy
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11070

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 35-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 34,420.10 as the total estimated cost of said project, and the sum of $ 21,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and NOV 25 194[illegible]

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—16139

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OCT 31 1941
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

October 25, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

FAS-35-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Secondary Project No. FAS 35-B (1), the Trask River-Eberhardt Corner Section of the Fairview-Clements Corner Road. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Approval was made with the understanding that the warning signs and reflector buttons as required by General Administrative Memorandum No. 102 will be provided at the Trask River Bridge.

A revised project statement sketch map should be forwarded as soon as practicable as Section B (1) deviates considerably from the location shown on the original sketch map.

Very truly yours,

W. H. LYNCH
District Engineer

Copy sent to Eason

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

Eason

RECEIVED
SEP 19 1941
FOR FILING

FAS 35-B-1

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Trask River-Eberhardt Corner Section, Project No. FAS 35-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/3S

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 35-B (1)

[illegible] SECTION OF THE

[illegible] ROAD IN TILLAMOOK COUNTY.

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, August 1, 1941

Roadway (Sta. 53+00 to 93+74) (Sta. 97+04 to 147+94)

All Required		Clearing and Grubbing			$ 461.00
80	cu. yds.	Structural Excavation for Roadway, Unclassified		$1.00	80.00
8,200	cu. yds.	General Excavation, Unclassified		.32	2,624.00
14,300	yd. sta.	Short Overhaul		.02	286.00
140	C-yd. sta.	Long Overhaul		.30	42.00
800	lin. ft.	Rounding Cutbanks		.10	80.00
1.73	miles	Finishing Roadbed and Slopes		300.00	519.00
180	lin. ft.	12" Concrete Pipe		1.25	225.00
66	lin. ft.	18" Concrete Pipe		2.50	165.00
10	lin. ft.	24" Concrete Pipe		4.00	40.00
18	lin. ft.	30" Concrete Pipe		6.00	108.00
70	lin. ft.	36" Concrete Pipe		8.00	560.00
16	lin. ft.	48" Concrete Pipe		10.00	160.00
19,500	cu. yds.	Gravel in Subbase		.70	13,930.00
3,000	tons	1" - 0" Materials in Base and Shoulders		1.20	3,600.00
200	M-gals.	Sprinkling		1.50	300.00
1.73	miles	Preparation of Base		100.00	173.00
2,000	tons	Furnishing and Placing Aggregates		2.00	4,000.00
110	tons	Furnishing and Placing 150-200 Asphalt		30.00	3,300.00
22	tons	Furnishing and Placing RC-3 or Emulsified Asphalt		29.00	638.00
			Subtotal		$31,291.00
			10% Engr. & Cont.		3,129.10
			Total		$34,420.10
		Length of Roadway	1.731 miles		
		Cost per mile	$19,884.51		

FAS Funds-	$21,000.00
State Funds-	13,420.10
	$34,420.10

Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Funds for Maintenance: Chap. 529, Laws 1939.

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AUG 1941
FOR FILING

FAS 3-B-1

August 1st, 1941

Tillamook County Court
Tillamook, Oregon

Gen. Mins:

We are in receipt of a communication from S. J. Hiden, contractor, with reference to Contract No. 2451, Fairview-Glenmorie Corner and Long Prairie Roads, in which he states:

1. The telephone and power utilities on the work have not been relocated sufficiently to permit road construction operations. Crews from both utilities were working today. Their progress appeared to be rather slow.

2. Right of way fence setback is likewise dragging.

3. Along the section of road easterly from Falls Corner it appears there is a Water District. This District has a watermain with lateral connections along the northerly side of the roadway. We have made some arrangement to take care of the water main in the vicinity of "Brickyard Creek Bridge" temporarily. So far as the writer could determine nothing is being done to take care of this utility. At least no work was being done on it.

I wish to call your attention to the seriousness of any right of way delays after the contract was let, as it is apparent from this letter that if we should have early fall rains this fall, the contractor would have grounds for a claim against the Highway Commission. Such a claim would have to be passed on to Tillamook County as you agreed to furnish the right of way at the time of the award of the contract.

C. J. ELDON
CONTRACTOR

P. O. BOX 5486, KENTON STATION
Portland, Oregon

RECEIVED
AUG 1 - 1941
ENGINEER

July 29, 1941.

Oregon State Highway Commission,
Salem, Oregon.

Subject- Contract # 2481
Fairview Clements Corner
and
Long Prairie Roads,
Tillamook County.

Gentlemen-

In connection with the above referred to contract, the completion date for which is set for September 30,1941, may your attention be called to some of the conditions,extant on the project,which are delaying the prosecution of the work.

1. The telephone and power utilities on the work have not been relocated sufficiently to permit road construction operations. Crews from both utilities were working to-day. Their progress appeared to be rather slow.

2. Right-of-Way fence set-back is likewise, dragging.

3. Along the section of road easterly from Peltz Corner it appears there is a Water District. This District has a watermain with lateral connections along the northerly side of the roadway. We have made some arrangement to take care of the water main in the vicinity of "Brickyard Creek Bridge" temporarily. So far as the writer could determine nothing is being done to take care of this utility. At least no work was being done on it.

This particular utility may be the cause of the most serious delay.

Grading equipment consisting of two heavy caterpillar tractors, a bulldozer and carry-all are on the job. The Bridge work is well in hand. Surfacing materials are being stockpiled. If the work is to be completed within the contract time something will have to be done immediately to remove these hindrances and thus help the contractor. Approximately 40% of the working time has already elapsed.

Very respectfully,

C. J. ELDON

cc/ Mr.Scott

REFERRED TO
H. G. Smith,
By Chief Engineer
Please see me at once.

RECEIVED
JUL 9 1941
FOR FILING

FAS 35-B-1

July 8, 1941

Mr. O. J. Elden
Box 5686, Kenton Station
Portland, Oregon

Dear Sir:

A typographical error has been found in item 24 of the bid items on Contract No. 2481, for grading, surfacing and bituminous macadam on the Trask River-Pelts Corner Section of the Fairview-Clements Corner and Long Prairie County Roads. The written unit price for metal reinforcement is correctly shown as Five and Three-fourths Cents per pound, also the extension is correct in the amount of $1,265.00. However, the figures for the unit price read 0.575. Will you please correct these figures in ink on your copy to read .0575. We are correcting our copy of this signed contract and will also send a copy of this letter to the surety, General Casualty Co. of America, in order that they may correct their copy.

Yours very truly,

LSDr:JA Secretary

cc. General Casualty Co. of America.

NOTED
D. G. DeSart

RECEIVED
JUL 1 1941
FOR FILING

FAS 35-13-1

July 1, 1941

C. J. Elden
Box 5686, Kenton Station
Portland, Oregon

Dear Sir:

We are sending you today by express one fully executed copy of Contract No. 2481 which was awarded to you on June 12, 1941, by the State Highway Commission covering the Trask River-Pelts Corner Section of the Fairview-Clements Corner and Long Prairie County Roads Highway in Tillamook County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

GA Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 19 1941
FOR FILING

FAS 35-E-1

June 20, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Enclosed herewith are three copies of agreement executed by the Tillamook County Court and the State Highway Commission covering right of way and maintenance on a section of the Fairview-Clements Corner Road in Tillamook County, project FAS 35-B (1). Also three copies of resolution executed by the county authorities relative to encroachments and traffic on the same section of road.

We also enclose three copies of an agreement relative to right of way and maintenance for a section of the Long Prairie County Road, being project FAS 84-A (1). Also three copies of resolution executed by the county authorities for the same section of road.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OCtJF
Encls.

cc: J. W. Nash

EAS - 35-B-1

CROSS REFERENCE SHEET

R.

Name or Subject	Johnson Bridge over the Trask River in Tillamook County	File No.	
Regarding	Agreement with Tillamook County for reimbursement of $7,000 to be paid out of the County's share of the 1942 gas tax for improvements to the bridge on the Fairview-Clements Corner County Road.	Date	6/16/41

SEE

Name or Subject: FINANCE & ACCOUNTS
Allocation of Funds
To Counties

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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MAR 7 - 1941
OREGON STATE HIGHWAY COMMISSION
FOR FILING
Const
Projects
Bridge

March 5, 1941.

Estimate of cost for
Trask River Bridge

Mr. O. S. Paxson

On the Trask River-Clements Corner Road in Tillamook County there is a crossing of Trask River. The present structure is narrow and needs replacement.

Will you please make an inspection of the site and furnish this office a sketch and estimate of cost for a new structure?

C. B. McCullough

CBM:AP

FORM E-20 REVISED 2SM 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem
March 3, 1941

Subject: Road expenditures in Tillamook County

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

NOTED
C. B. McCullough

Dear Sir:

In the 1941 federal aid secondary program for county roads, there is indicated the sum of $30,000 for construction of the Trask River-Clements Corner Road in Tillamook County. In the 1942 program there is indicated for the same road $20,000.

I recently went over the roads in Tillamook County with the Tillamook County Court, and while there the court made the following suggestion: that the $30,000 now tentatively indicated under the 1941 program for expenditure on this road be used for grading, surfacing and oiling, which will construct approximately three miles of this road, and that the $20,000 tentatively allocated for the 1942 program be expended for a new bridge over the Trask River. The present structure is narrow and should be reconstructed in order to bring the bridge up to the standard to which the road will be when the road has been constructed.

This suggestion seemed to me to have considerable merit, and I would recommend that, if possible, the suggestion made by the court be followed.

Very truly yours,

Oscar Cutler

Oscar Cutler
Asst. Office Engineer

OC:ME

REFERRED TO
C. B. McCullough
By Chief Engineer
Plan same
Pay on determine
$20,000 unit
~~Trask~~ Bridge
the Br. Loc

RECEIVED
JUN 17 1941
FOR FILING

FAS 55-B-1

June 16, 1941

Mr. C. J. Eldon
P. O. Box 5686
Kenton Station
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2481, which was awarded to you by the State Highway Commission on June 12, 1941, covering the Trask River-Pelts Corner Section of the Fairview-Clements Corner and Long Prairie County Roads, in Tillamook County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING

FAS 35-P-1

June 14, 1941

Mr. O. J. Eidem
Box 5686 Kenton Station
Portland, Oregon

Dear Sir

The State Highway Commission on June 12, 1941, awarded you the contract for 3.75 miles grading, surfacing and bituminous macadam, also construction of 228 lin. ft. of pile trestle bridge and 50 lin. ft. of reinforced concrete bridge on the Trask River-Falls Corner Section of the Fairview-Clements Corner and Long Prairie County Roads, in Tillamook County. This award was based on your low bid of $73,356.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - S. H. Probert
G. S. Person

FAS 35-B-1

RECEIVED
JUN 16 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

RECEIVED
JUN 16 1941
STATE H[illegible]

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Projects Nos. FAS 35-B (1) and FAS 84-A (1), Trask River-Peltz Corner Section of the Fairview-Clements Corner and Long Prairie County Roads, to C. J. Eldon, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

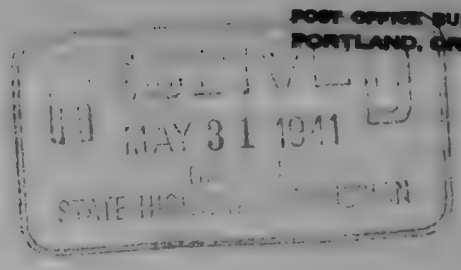
L. J. Caufield
Sr. Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

May 28, 1941

POST OFFICE BUILDING
PORTLAND, OREGON



Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Highway Project No. 35-B (1), the Trask River-Eberhardt Corner Section of the Fairview-Clements Corner Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be deferred until all of the necessary right of way is acquired.

In the future, please show the non-participating portions as exceptions to the project on the title sheet and detail plans.

Our recommendation for approval is subject to the condition that you will place, or cause to be placed, reflectorized warning signals protecting the narrow bridge over the Trask River concurrently with the construction of the project.

In submitting the project agreement estimate, the length of the exception should be shown.

Very truly yours,

W. H. LYNCH
District Engineer

41-0

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 35-B (1)

TRASK RIVER-HEMLOCK CORNER SECTION OF THE

FALVEIN-CLERATH CORNER ROAD IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 26, 1941

Roadway (Sta. 53+00 to 93+74) (Sta. 97+24 to 147+94)

All Required		Clearing and Grubbing		$ 300.00
80	cu. yds.	Structural Excavation for Roadway, Unclassified	$ 1.50	120.00
8,200	cu. yds.	General Excavation, Unclassified	.30	2,460.00
14,300	yd. sta.	Short Overhaul	.01	143.00
140	5-yd. sta.	Long Overhaul	.50	70.00
800	lin. ft.	Rounding Cutbanks	.10	80.00
1.73	miles	Finishing Roadbed and Slopes	300.00	519.00
160	lin. ft.	12" Concrete Pipe	1.50	270.00
66	lin. ft.	18" Concrete Pipe	2.50	165.00
10	lin. ft.	24" Concrete Pipe	3.50	35.00
18	lin. ft.	30" Concrete Pipe	5.00	90.00
70	lin. ft.	36" Concrete Pipe	6.50	455.00
16	lin. ft.	48" Concrete Pipe	8.50	136.00
19,900	cu. yds.	Gravel in Subbase	.60	11,940.00
3,000	tons	1" - 0" Materials in Base and Shoulders	1.40	4,200.00
200	M-gals.	Sprinkling	1.50	300.00
1.73	miles	Preparation of Base	100.00	173.00
2,000	tons	Furnishing and Placing Aggregates	2.60	5,200.00
110	tons	Furnishing and Placing 151-200 Asphalt	25.00	2,750.00
22	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	25.00	550.00
			Subtotal	$ 29,956.00
			10% Engr. & Cont.	2,995.60
			Total	$ 32,951.60

Length of Roadway 1.731 miles
Cost per mile $ 19,036.16

FAS Funds- - - -

TASK RIVER-ZEVENHUIS CORNER SECTION

PROJECT NO. FAS 35-B (1)

While negotiations for right of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it is now believed that all necessary right of way can be made fully available within sixteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert

S. H. Probert
Office Engineer

May 26, 1941

PR 46

Roadway (Trask River--Herhardt Corner)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. FAS 3?-B (1)

Estimated Total Cost Roadway $ 32,951.60 Length: Miles 1.731

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	350	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	31,500	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

170-C-3 Pendleton-Adams Sec., Oregon- 1941
Washington Hwy.
#2482

RECEIVED
MAY 28 1942
FOR FILING

170-C-3

May 27, 1942

New Amsterdam Casualty Company
Seeley and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2482 for work on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County, has been completed by the contractor, H. E. Meyers and Son, and that final settlement will be made on or after June 6, 1942

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $12,219.92, including final payment, of which $92.99 is for force account work. This contract was completed on November 14, 1941, and accepted by the Commission December 13, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM Secretary

NOTED
D. G. DeSart

RECEIVED
MAY 14 1942
FOR FILING

170-C-3

May 13, 1942

Sealey and Company
Board of Trade Building
Portland, Oregon

Attention: R. R. Howton

Gentlemen:

We have your letter of May 12 requesting information in regard to the total amount to be paid to M. E. Meyers & Son on their contract No. 2482 for roadside improvement on the Pendleton-Adams Section of the Oregon-Washington Highway.

Final estimate is not yet available for this contract; however, we anticipate receipt of the same from the field within the next two weeks. There is usually about a six-months delay in releasing the final on roadside improvement contracts, due to the fact that the six-months replacement period must expire before the final is released.

Very truly yours,

Secretary

DD/==

NOTED
D. Q. DeSart

SEELEY & CO.
Insurance
GENERAL AGENTS AND MANAGERS
CABLE ADDRESS "SEECO"
MEMBER AMERICAN ASSOCIATION OF INSURANCE GENERAL AGENTS

THE MULTIPLE LINE GENERAL AGENTS

SAN FRANCISCO, CALIF.
130 SANSOME STREET
LOS ANGELES, CALIF.
FIDELITY BUILDING
SEATTLE, WASH.
COLMAN BUILDING
PORTLAND, ORE.
BOARD OF TRADE BLDG.

Portland, Oregon
May 12, 1942

OREGON STATE HIGHWAY COMMISSION
Salem, Oregon

Gentlemen: ATT'N: H.B.GLAISYER, SECY

RE: NewAmsterdam Bond #20555 -
M.E.Meyers & Son - Contract No.2482
roadside improvement on the Pendleton-
Adams Section of the Oregon-Washington
Highway, in Umatilla County

Refer to yours of February 25th:

We await receipt of the final contract price on the above contract in accordance with the last paragraph of your letter.

Yours very truly

SEELEY & CO., General Agents

By R. R. Houston
Underwriting Department

12,219.92
~~366.42~~
372.12
11,847.80

RRH/

REFERRED TO
SECRETARY

RECEIVED
MAY 1 1942
FOR FILING

R H BALDOCK

April [illegible]h, 1942

NOTED
[illegible] Highway Engineer

Contract No. 2482

170-C-3

Prefix 30-1129

Semi-Final Cost Analysis
Pendleton-Adams Roadside Improvement

M. E. Meyers & Son, Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excav., Unclass.	$41.67	100.8 Cu. Yd.	$0.41	$1.00	$100.80
General " , "	1,534.22	4,668.2 " "	0.33	0.30	1,400.46
Grading with Blade Grader	334.77	55 Hours	6.09	6.00	330.00
Furnishing & Placing Topsoil	506.43	965 Cu. Yd.	0.52	0.70	675.50
Salvaging Surfacing Materials	334.52	231 " "	1.45	1.25	288.75
12" Concrete Pipe	28.39	30 Lin. Ft.	0.95	1.50	45.00
18" " "	326.58	147 " "	2.22	2.50	367.50
Salvaging Culvert Pipe	6.53	27 " "	0.24	1.00	27.00
Automatic Irrigating System	3,651.34	100%			4,024.00
Furnish & Plant Trees, Shrubs & Vines	474.41	100%			850.00
Preparation for Seeding	1,840.07	108.77 Acres	16.92	11.00	1,196.47
Seeding	684.89	108.22 "	6.33	11.00	1,190.42
Lawn Construction	702.73	68.636 M-Sq. Ft.	10.24	14.00	960.90
Peat Moss	332.61	81 Bales	4.11	5.00	405.00
Commercial Tankage	135.90	1.75 Tons	77.66	80.00	140.00
PA #1, Install Sprinkler Heads	95.95	100%		95.95	125.13
Force Account	84.38				92.99
	$11,095.69				$12,219.92

Pendleton-Adams Insecticide Improvement.

Gross Income	$12,219.98
Total Cost	[illegible]
Net Profit	($1,124.23)

Net Profit Equals 9.2% of Gross Income

Detail of Cost

Labor:

Labor, Includes Supervision		$4,576.14	
State Industrial Accident		210.50	
Unemployment Compensation & Old Age Benefit		183.05	
			$4,969.69

Materials:

Trees, Shrubs & Vines		$164.25	
Stakes & Lumber		6.90	
12" Concrete Pipe	30 lin. ft. at $0.60	18.00	
18" " "	147 " " " 1.60	235.20	
Posts & Wire		14.77	
Seed		177.51	
Lawn Seed		197.47	
Peat Moss	81 bales at $3.60	291.60	
Commercial Tankage	1.75 tons " 55.00	96.25	
Automatic Water System, Complete		2,717.28	
Cement	6¼ sacks at $0.95	5.94	
Sand & Gravel		0.75	
			3,925.92

Miscellaneous:

Rented Equipment	$1,555.32	
Gas, Oil & Grease	239.56	
Powder	8.00	
Small Tools & Misc. Supplies	100.00	
Home Office & Overhead	175.00	
Bond	122.20	
		2,200.08

Total Cost $11,095.69

Remarks:

This was a "Regular Federal Aid Project" and consisted of the sloping and shaping of the area in the vicinity of the junction of the Old Oregon Trail with the Oregon-Washington Highway, the performance of other light grading on other portions of the project, the furnishing and placing of approximately 900 cu. yds. of topsoil, the installation of an automatic underground watering system, the furnishing and planting of 32 trees, 85 shrubs and 380 vines, the preparing and seeding of 110 acres to grass, the seeding and construction of approximately 67,000 square feet of lawn and other incidental work.

This job was bid June 12th, 1941. The contractor moved on the job June 21st and finished, except for necessary replanting, October 11th, 1941.

The contractor handled the job very efficiently with the only losses being on salvaged surfacing materials and preparation for seeding. The loss on salvaged surfacing was mainly due to the small amount of material, while the item of preparation for seeding was bid low considering the amount of harrowing needed to properly prepare the area for seeding. These losses were more than offset on the other bid items, and the contractor showed a substantial profit on the contract.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
MAR 19 1942
FOR FILING

170-A-2

March 17, 1942

Mr. J. R. Raley, Chairman
Pendleton Park Commission
Pendleton, Oregon

Dear Sir:

At the time of the building of the Pendleton-Adams Roadside Improvement Project, an agreement was entered into with the Pendleton Park Commission which stipulated they would maintain this improvement after it had been completed. Among other things, it was understood that the Water Board would provide water for the grass plots.

For some reason we have not succeeded in getting the various boards of Pendleton to carry out their part of the agreement, and this is becoming very embarrassing since we have assured the Public Roads Administration that this would be done. Extensive plantings have been made which will soon dry up unless the water is supplied immediately.

Will you kindly advise what can be done to expedite this matter?

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. H. G. Smith

FORM E-90 20M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 13, 1942

Subject: Maintenance - Pendleton-Adams Roadside Improvement Project

To: Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

At the time of the building of the Pendleton-Adams Roadside Improvement Project we drew up an agreement with the Board of Park Commissioners of Pendleton which stipulated that they maintain this improvement after it had been completed.

It has been completed now for sometime, but in order to maintain it, a four-inch water line extension for 900 feet is necessary.

Apparently the Water Board of Pendleton has something to say about this extension, and so far nothing has been done about it. In the meantime the dry season is approaching, and our grass planting will be destroyed. We can water the shrubs by hand.

Mr. L. R. Chandler tells me that the Park Commission does not refuse to put in this water main, but they seem to be unable in some way to get it done.

I suggest that you write to them, calling their attention to the fact that no facilities for water are had to date and that we were assured that it would be taken care of as shown in the agreement. It appears to me that they would have to answer and explain at least.

Very truly yours,

Paul Van Scoy

PAUL VAN SCOY
Division Engineer

PVS:lm
cc

RECEIVED
FEB 25 1942
FOR FILING

170-C-3-D-3

February 25, 1942

New Amsterdam Casualty Company
Seeley & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

We have your letter of February 24 requesting the final contract price on Contract No. 2482, with M. E. Myers and Son, for roadside improvement on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County.

Final records of this contract have not been checked as yet, consequently we cannot furnish you with the final contract price. However, as soon as this check is completed we will notify you of our intention to make final payment and will include with this notice the final contract price.

Very truly yours,

DD:AH

Secretary

L. C. Adams
D. DeSart

SEELEY & CO.
Insurance
GENERAL AGENTS AND MANAGERS
CABLE ADDRESS "SEECO"

THE MULTIPLE LINE GENERAL AGENTS

SAN FRANCISCO, CALIF.
130 SANSOME STREET
LOS ANGELES, CALIF.
FIDELITY BUILDING
SEATTLE, WASH.
COLMAN BUILDING
PORTLAND, ORE.
BOARD OF TRADE BLDG.

Portland, Oregon
February 24, 1942

OREGON STATE HIGHWAY COMMISSION
Att'n H.B.Glaisyer, Secretary
Salem, Oregon

Gentlemen:

RE: CONTRACT NO.2482 - M.E.Meyers & Son

We are in receipt of your letter advising that you intend to make semi-final payment on the above contract on March 2nd, 1942. Also that you have not been advised of any unpaid claims for labor and material.

Our file indicates that the original contract price on this work was $11,952.75. We would appreciate it if you would advise as to the final contract price on this work. We have been advised by Mr. Meyers that the work performed will exceed the original contract price.

Yours very truly

SEELEY & CO., General Agents

By H B Larson

H.B.Larson, Branch Manager

HBL:H

REFERRED TO
BY SECRETARY

Please reply

RECEIVED
FEB 21 1942
FOR FILING
170-C-3-D-3

February 20, 1942

New Amsterdam Casualty Company
Seeley and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. E. Meyers and Son, on contract No. 2482, covering roadside improvement on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County. This payment, in the amount of $1,930.83, will be made on or after March 2, 1942. The retained percentage is $366.42.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. D. C.

RECEIVED
FEB 26 1942
FOR FILING

Stencil No. 124

MONTANA
OREGON
WASHINGTON 170-D-3
2482

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

February 9, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 10 1942
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAP 170-D (3)
State Farm-Adams Section
Oregon-Washington Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

For

Wayne-13150

Form P. R. 2

State Oregon

Federal 414 Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12 day of Nov, 19 41,

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 30th day of May, 19 41 a project statement, which was approved on the 1st day of June, 19 41, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of May 19 41; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven hundred fifty and 00/100

dollars ($ 750.00) as the share of the United States payable under said act on account of Section B(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State of Chapter 175, Laws 1917; Chapter 51, Laws 1929; Chapter 229, Laws 1929
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 328+25.0 in the NE¼, Section 24, T. 3 N., R. 33 E., W.M., the northerly end of Section 8(3) of said project, and survey station 325+90.8 in the NE¼, Section 9, T. 3 N., R. 34 E., W.M.,

, length 3.740 miles, in Umatilla County, being Section 8(3) of Oregon Federal Aid project No. 179, consisting of 3.740 miles of roadside improvement.

16—11379 GPO

TMENT
on of said project have

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(3) of said project shall not in any event exceed the sum of [illegible] dollars ($ 750.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [illegible] dollars ($ 1,275.10), the approved total estimated cost of Section D(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 383, Laws 1939
(Include reference to statute authorizing

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted].

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JAN - 7 1942, 19__

[redacted]
(Official title of Highway Department)

By Henry L. Cabell
[redacted], State Highway Commission
(Title of officer)

By [signature]
[redacted], State Highway Commission
(Title of officer)

By _____
[redacted], State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By T. H. MacDonald
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 170-B(3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $1,225.40 as the total estimated cost of said project, and the sum of $750.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and JAN - 7 1942

FEDERAL WORKS ADMINISTRATOR,

By W. C. Tenney
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
FEB 3 1942
FOR FILING

Stencil No. 820

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

120-C-3

January 29, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAP 170-C (3)
Pendleton-Adams Sec.
Oregon-Washington Hwy.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

Jron

Waupiti 13094

Form P. R. 2

State Oregon

Federal 414 Project No. 170-C(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of May, 19 41, a project statement, which was approved on the 1st day of June, 19 41, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 30th day of May 19 41; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven thousand, two hundred eighty and 00/100

dollars ($ 7,280.00) as the share of the United States payable under said act on account of Section C(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11870

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ... Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 589, Laws 1939

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5+4.0 in Pendleton, and survey station 390+25 in the NE¼, Sec. 24, T. 3 N., R. 33 E., W.M., the southerly end of Section B(3) of said project, with a T connection to Federal Aid Road No. 1 east of Pendleton between survey station 69+44 and survey station 76+56; (excepting therefrom between survey stations 61+46 and 7+00)

....., length 7.701 miles, in Umatilla County, being Section B(3) of Oregon Federal Aid project No. 170, consisting of 7.701 miles of roadway and ..... bridges, each of more than 20 feet clear span, ... of a mile in length.

10—11379 - GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [redacted] of said project shall not in any event exceed the sum of [redacted] dollars ($[redacted]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($[redacted]), the approved total estimated cost of Section [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [redacted]

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted].

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JAN - 7 1942, 19__

[redacted]
(Official title of Highway Department)

By Henry F Cabell
[redacted]
(Title of officer)

By Hiram McCann
[redacted]
(Title of officer)

By _____
[redacted]
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. D. Terry
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 170-B(3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 11,992.61 as the total estimated cost of said project, and the sum of $ 7,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and JAN - 7 1942

FEDERAL WORKS ADMINISTRATOR,

By W. C. Tallamy
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

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DEC 9 1941
FOR FILING

170-D-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 170-D (3), State Farm-Adams Section of the Oregon-Washington Highway, was made by a representative of this office on November 25, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

From

RECEIVED
1941
FOR FILING

170-C-3

K

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 170-C (3), Pendleton-State Farm Landscaping, was made by a representative of this office on November 25, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Jno

Form B-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

#16.

170-C-3

Section Pendleton - Adams

Highway Oregon - Washington

Contractor M. E. Meyers & Son

Date of contract June 18, 1941

Date work started June 25, 1941

Amount of contract . . . . . $ 11,952.75

Estimated cost of completed project, exclusive of engineering . . . . . $ 12,430.86

Per cent of contract completed, based on total contract price . . . . . 100. %

Engineering cost to date, $ 717., 100 %

For Week Ending November 15, 1941.

Kind of work Roadside Improvement

Section prefix 30-1129.

Contract number 2482

Date of completion November 15, 1941

Estimated date of completion November 14, 1941

Per cent of time elapsed 100 %

Date project was completed November 14, 1941

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job was completed Friday, November 14th.

Work completed on the South Milton Roadside Improvement Saturday, November 8th.

Field party has been staking line on Morrow County Line-Stanfield Section.

NOTICE

PAY WEEKLY

RECEIVED

NOV 17 1941

Signed R. T. Johnson

L. R. Chandler, by R. T. Johnson

Address Pendleton, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAV
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	5				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	T L
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ... Pick-up truck. . . . . , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy.		
Thursday	Rain		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

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NOV 10 1941
FOR FILING

170-C-3

November 8, 1941

Mr. Alfred F. Cunha
216 Johns Building
Pendleton, Oregon

Dear Sir:

In accordance with your letter of October 5 we advise that M. E. Meyers and Son have a contract, No. 2482, for 11.3 miles of Roadside Improvement on the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

They started work on this contract on June 25, 1941. The contract specified the work should be completed on or before November 15, 1941, and that all replacement planting should be completed by May 15, 1942. We have no word as yet from the field that this work has been completed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DCD:MS

NOTED
D[illegible]. DeSart

ALFRED F. CUNHA
ATTORNEY AT LAW
216 JOHNS BUILDING
PENDLETON, OREGON
PHONE 718

RECEIVED
NOV 6 - 1941
OREGON
STATE HIGHWAY COMMISSION

Oct. 5,1941

State Highway Commission,
Salem, Oregon,

Gentlemen:

A short time ago you had some work done on the highway about one half mile West of Pendleton, at the Junction that leaves the main highway, going to Walla Walla.

The contractor was Meyer and Son of Echo, Oregon. Please advise me the date that the said contractors began their work and the date of the completion of the said contract and the date that it was turned over and accepted by the highway department.

Thanking you kindly for this bit of information, I remain,

Yours very truly,

Alfred F Cunha

C/C

began work 6-25-41

REFERRED TO
Lee Starr
BY SECRETARY

never reply

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OCT 31 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 17 1941
COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 170-D (3)
Roadside Improvement of the
Adams-State Farm Section of the
Oregon - Washington Highway

POST OFFICE BUILDING
PORTLAND, OREGON

October 16, 1941

170-D-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Senior Highway Engineer

203

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OCT 31 1941
FOR FILING
(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 17 1941
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 16, 1941

Oregon FAP 170-C (3)
Pendleton - State Farm Section
Oregon - Washington Highway

170-C-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Senior Highway Engineer

for

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SEP 18 1941
FOR FILING

170-D-3

September 17, 1941

Mr. E. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the State Farm-Adams Section, Project No. FAP 170-D (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project No. FAP 170-D (3)

STATE FARM-ADAMS SECTION OF THE OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 9, 1941

Roadside Improvement

50	hours	Grading with Blade Grader	$ 6.00	$ 300.00
37	acres	Preparation for Seeding	11.00	407.00
37	acres	Seeding	11.00	407.00
			Subtotal	$ 1,114.00
			10% Engr. & Cont.	111.40
			Total	$ 1,225.40

Length 3.740 miles
Cost per mile $ 327.64

Federal Aid Funds	$ 750.00
State Funds	475.40
	$ 1,225.40

State Funds for Construction: Chap. 173, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

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SEP 19 1941
FOR FILING

170-C-3

E 2432

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Pendleton-State Farm Section, Project No. PAP 170-C (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. RAP 170-C (3)

PENDLETON-STATE FARM SECTION OF THE OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, September 10, 1941

EXTENSION OF PROJECT

Inside City of Pendleton (Sta. 54+20 to 57+74)

10	cu. yds.	Trench Excavation, Unclassified	$ 1.00	$ 10.00
200	cu. yds.	General Excavation, Unclassified	.30	60.00
80	cu. yds.	Furnishing and Placing Topsoil	.70	56.00
40	cu. yds.	Salvaging Surfacing Materials	1.25	50.00
80	lin. ft.	18" Concrete Pipe	2.50	200.00
All Required		Automatic Irrig. System (7%)		211.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (6%)		168.00
.10	acre	Preparation for Seeding	11.00	1.10
.10	acre	Seeding	11.00	1.10
4	M-sq.ft.	Lawn Construction	14.00	56.00
9	bales	Peat Moss	5.00	45.00
0.20	tons	Commercial Tankage	80.00	16.00
		Subtotal		$ 844.30
		16% Engr. & Cont.		84.40
		Total		$ 928.70
		Length	.039 mile	
		Cost per mile	$ 23,711.86	

Outside City (Sta. 57+74 to 61+46)

30	cu. yds.	Trench Excavation, Unclassified	$ 1.00	$ 30.00
4,300	cu. yds.	General Excavation, Unclassified	.30	1,290.00
820	cu. yds.	Furnishing and Placing Topsoil	.70	574.00
235	cu. yds.	Salvaging Surfacing Materials	1.25	293.75
30	lin. ft.	18" Concrete Pipe	1.50	45.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00
27	lin. ft.	Salvaging Culvert Pipe	1.00	27.00
All Required		Automatic Irrig. System (93%)		3,742.32
All Required		Furnishing and Planting Trees, Shrubs and Vines (92%)		782.00

1.10	acres	Preparation for Seeding	$ 11.00	$ 12.10
1.10	acres	Seeding	11.00	12.10
63	M-sq.ft.	Lawn Construction	14.00	889.00
65	bales	Peat Moss	5.00	325.00
1.60	tons	Commercial Tankage	80.00	128.00
			Subtotal	$ 8,368.27
			10% Engr. & Cont.	836.82
			Total	$ 9,205.09

Length .213 mile
Cost per mile $ 43,216.38

ORIGINAL PROJECT

(Sta. 7+00 to 398+25)

71.80	acres	Preparation for Seeding	$ 11.00	$ 789.80
71.80	acres	Seeding	11.00	789.80
6	bales	Peat Moss	5.00	30.00
8.20	tons	Commercial Tankage	80.00	16.00
			Subtotal	$ 1,625.60
			10% Engr. & Cont.	162.56
			Total	$ 1,788.16

Length 7.479 miles
Cost per mile $ 240.69

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Extension of Project			
Inside City	$ 929.36	$ 567.00	$ 362.36
Outside City	9,205.09	5,621.00	3,584.09
Original Project	1,788.16	1,092.00	696.16
	$ 11,922.61	$ 7,280.00	$ 4,642.61

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
AUG 13 1941
FOR FILING

172-C-2

R

August 13, 1941

Mr. C. R. Hyslop, Head
Division of Plant Industries
School of Agriculture
Oregon State College
Corvallis, Oregon

Dear Sir:

In acknowledging receipt of your letter of July 16 I wish to tell you how much I am personally aggrieved at the letter you addressed to a highway contractor without forewarning me in advance. While I do not presume infallibility in the matter of specifications, I do hold to the cardinal principle that various agencies of State should present a united front to the people with whom we transact our affairs. Even if you have discovered that we are in error, it is not because we have attempted to be arbitrary, for as you well know our specifications are referred constantly to the Bureau of Plant Industries and have always been adjusted in accordance with the recommendations of your department.

That is why it is so difficult for me to reconcile your letter written to Mr. Meyers direct. What do you wish the man to do, refuse to abide by his bid proposal in which he agrees to furnish us the seed of a certain purity and advise him to furnish less than specified under the terms of his contract? Operating as we do under a highly competetive system which awards all contracts to the lowest responsible bidder, you can well understand that Mr. Meyers was not the only contractor who presented bid proposals, and in fairness to us the time to protest unreasonable specifications is before the contract is awarded. Had Mr. Meyers protested previous to the opening of the bids, I feel certain that we would have called your department without delay, and had we been advised that a lower percentage of purity and germination was desirable, we would have immediately communicated this change to all bidders who had signified their intention to bid. This then would have been equitable to all parties whereas now it is necessarily our duty to see that the contractural agreements are fulfilled.

We are therefore faced with the pleasant likelihood of listening to your letter in a court of equity in order that the contractor might prove to a jury of his equals not only our unreasonableness in this technical phase of the construction but in all the other phases of construction in which the contractor failed to realize an anticipated profit.

As you must well know, that if we are in error in this case, then at least we have erred in the direction of safety for the additional purity required under the terms of our contract offers extra protection against noxious weed infestation which is a particular item your department has always considered of the utmost importance.

Trusting that I have made clear the position of the Highway Department in this matter, I remain

Yours very truly,

R. H. BALDOCK
CHIEF ENGINEER

RHB:FF

OREGON STATE COLLEGE
SCHOOL OF AGRICULTURE EXPERIMENT STATION
EXTENSION SERVICE
CORVALLIS

July 16, 1941

REFERRED TO
By Asst. State Highway Engineer

RECEIVED
JUL 18 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I am in receipt of a letter from Mr. Claude Meyers of Echo, Oregon, who indicates that he has a contract with your department for planting some grass and that he believes the specifications for the grass are too high and that it will be difficult to purchase that quality commercially. I, therefore, attach copy of my letter in answer to his.

Very truly yours,

G. R. Hyslop

G. R. Hyslop, Head
Division of Plant Industries

GRH:ML

T 305 Seed

RECEIVED
JUL 22 1941
STATE HIGHWAY ENGINEER

OREGON STATE COLLEGE

SCHOOL OF AGRICULTURE EXPERIMENT STATION
EXTENSION SERVICE

CORVALLIS

July 16, 1941

Mr. Claude Meyers
Echo
Oregon

Dear Mr. Meyers:

I have your letter about the requirements of the State Highway Commission in connection with the grass seed for planting purposes, and I am inclined to concur with the seed companies as indicated in your letter that the specifications in some cases are too high. I believe that the specifications should be as follows:

Name	Purity %	Germination %
Bulbous blue grass	90 95	85 90
Fairway crested wheat	95 ✓	90 ✓
Highland creeping bent	98 99	85 90
Chewings fescue	95 98	85 80
Kentucky blue grass	85 ✓	80 ✓

These figures are arrived at after consulting our seed laboratory records. I think the Highway Commission should specify however that the seed contains no wild morning glory or bindweed, whitetop, leafy spurge, quackgrass, or Russian knapweed and not more than 90 seeds per pound of other noxious weeds and that in the case of Highland bent that it comply with the specifications for Oregon blue tag certified seed.

Very truly yours,

G. R. Hyslop, Head
Division of Plant Industries

GRH:ML

T 305 Seed

cc. State Highway Commission

Parcel numbers are those we specified. HLS.

COPY

RECEIVED
JUL 1 1941
FOR FILING

170-C-3

July 1, 1941

M. E. Meyers & Son
Ione, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 2482 which was awarded to you on June 12, 1941, by the State Highway Commission covering the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 1 1941
FOR THE

170-2-3

July 1, 1941

Sealey & Co.
Board of Trade Building
Portland, Oregon

Dear Sirs:

We are sending you today by express one fully executed copy of Contract No. 2482 which was awarded to M. E. Meyers & Son by the State Highway Commission on June 12, 1941, covering the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

CA Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 26 1941
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 25, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the statement of constructed length accompanying the final voucher for Oregon FAP 170-D (1), State Farm-Adams Section of the Oregon-Washington Highway. The statement lists several equations not shown on the plans and indicates the length to be 0.003 mile less than the plan length. No explanation is given, and we have therefore assumed that the equations were introduced to correct errors in preliminary chaining. Will you please include an explanation on future statements so that our records will show clearly whether the length has actually been changed, as by adjustments in alignment, or whether the revised figure merely corrects an error.

We note that the P.S.& E. for FAP 170-D (3) shows the length as 3.743 miles. If the figure given on your statement of constructed length for D (1) is correct, please use it when submitting the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUN 18 1941
FOR FILING

170-C-3

June 17, 1941

M. E. Meyers & Sons
Echo
Oregon

Dear Sirs

We are sending you today by express four copies of contract No. 2482, which was awarded to you by the State Highway Commission on June 12, 1941, covering the Pendleton-Adams Section of the Oregon-Washington Highway in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

GA Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING

170-C-12

June 14, 1941

M. E. Hyems & Son
Echo, Oregon

Gentlemen:

The State Highway Commission on June 12, 1941, awarded you the contract for 11.3 miles roadside improvement on the Pendleton-Adams Section of the Oregon-Washington Highway, in Umatilla County. This award was based on your low bid of $11,952.75 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - S. H. Probert
C. S. Pennon

170-C-3

RECEIVED
JUN 16 1941
FOR THE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

June 12, 1941

RECEIVED
JUN 13 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects FAP 170-C (3) and FAP 170-D (3), Pendleton-Adams Section of Oregon-Washington Highway, to M. E. Myers & Sons, Echo, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 31 1941
FOR FILING

170-D-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
MONTANA
OREGON
WASHINGTON
POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1941

RECEIVED
MAY 29 1941
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. FAP 170-D (3), the State Farm-Adams Section of the Oregon-Washington Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 31 1941
FOR FILING

170-C-3

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

RECEIVED
MAY 2
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid project No. 170-C (3), the Pendleton-State Farm Section of the Oregon-Washington Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right to occupy and use the right of way is acquired.

Very truly yours,

W. H. LYNCH
District Engineer

May 23, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of Form PR 4 for the State Farm-to-Market Section, Project No. FAP 170-B (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

R. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. FAP 170-D (3)

STATE FARM-TO-MARKET SECTION OF THE

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

[illegible] SECTION

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 23, 1941

All necessary right of way has been acquired for this project.

Roadside Improvement

50	hours	Grading with Blade Grader	$ 5.00	$ 250.00
37	acres	Preparation for Seeding	10.00	370.00
37	acres	Seeding	15.00	555.00
			Subtotal	$ 1,175.00
			10% Engr. & Cont.	117.50
			Total	$ 1,292.50

Length 3.743 miles
Cost per mile $ 345.30

Approved
S. E. [illegible]
District Engineer

Federal Aid Funds	$ 730.00
State Funds	562.50
	$ 1,292.50

STATE FARM-ADAMS SECTION

PROJECT NO. FAP 170-D (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

May 23, 1941

PR 46

Roadside Improvement (State Farm-Adams)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Nov. 15, 1941 Project No. FAP 170-D (3)

Estimated Total Cost Rds. Impr. $ 1,292.70 Length: Miles 3.743

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

May 23, 1941

Mr. W. L. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of form PR 46 for the Pendleton-State Farm Section, Project No. FAP 170-C (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. H. Prebert
Office Engineer

Dictated by S. H. Prebert/EK

Oregon State Highway Department

Federal Aid Project No. PAF 170-C (5)

PENDLETON-STATE FARM SECTION OF THE

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not an basis for project agreement.)

Salem, Oregon, Mar 23, 1941

EXTENSION OF PROJECT

Inside City of Pendleton (Sta. 54+20 to 57+34)

10	cu. yds.	Trench Excavation, Unclassified	$ 1.50	$ 15.00
200	cu. yds.	General Excavation, Unclassified	.50	100.00
80	cu. yds.	Furnishing and Placing Topsoil	1.00	80.00
40	cu. yds.	Salvaging Surfacing Materials	1.00	40.00
80	lin. ft.	18" Concrete Pipe	2.50	200.00
All Required		Automatic Irrig. System (7%)		175.00
All Required		Furnishing and Planting Trees, Shrubs and Vines (8%)		40.00
.10	acre	Preparation for Seeding	10.00	1.00
.10	acre	Seeding	15.00	1.50
4	M-sq.ft.	Lawn Construction	15.00	60.00
9	bales	Peat Moss	4.00	36.00
0.20	tons	Commercial Fertilizer	50.00	10.00
			Subtotal	$ 758.50
			10% Engr. & Cont.	75.85
			Total	$ 834.35
		Length	.059 mile	
		Cost per mile	$ 14,141.52	

Outside City (Sta. 57+34 to 61+46)

30	cu. yds.	Trench Excavation, Unclassified	$ 1.50	$ 45.00
4,300	cu. yds.	General Excavation, Unclassified	.50	2,150.00
800	cu. yds.	Furnishing and Placing Topsoil	1.00	800.00
735	cu. yds.	Salvaging Surfacing Materials	1.00	735.00
30	lin. ft.	12" Concrete Pipe	1.50	45.00
90	lin. ft.	18" Concrete Pipe	2.50	225.00

27	lin. ft.	Salvaging Culvert Pipe	$ 1.00	$ 27.00
All Required		Automatic Irrig. System (93%)		2,325.00
All Required		Furnishing and Planting Trees, Shurbs and Vines (92%)		460.00
1.10	acres	Preparation for Seeding	10.00	11.00
1.10	acres	Seeding	15.00	16.50
63	M-sq.ft.	Lawn Construction	15.00	945.00
65	bales	Peat Moss	4.00	260.00
1.60	tons	Commercial Tonkage	50.00	80.00
		Subtotal		$ 7,644.50
		10% Engr. & Cont.		764.45
		Total		$ 8,408.95

Length .913 mile
Cost per mile $ 39,478.63

ORIGINAL PROJECT

(Sta. 7+00 to 398+25)

71.80	acres	Preparation for Seeding	$ 10.00	$ 718.00
71.80	acres	Seeding	15.00	1,077.00
6	bales	Peat Moss	4.00	24.00
0.20	ton	Commercial Tonkage	50.00	10.00
		Subtotal		$ 1,829.00
		10% Engr. & Cont.		182.90
		Total		$ 2,011.90

Length 7.429 miles
Cost per mile $ 270.81

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Extension of Project:			
Inside City	$ 834.35	$ 509.00	$ 325.35
Outside City	8,403.95	5,133.00	3,270.95
Original Project	2,011.90	1,228.00	783.90
	$ 11,250.20	$ 6,870.00	$ 4,380.20

PENDLETON-STATE FARM SECTION

PROJECT NO. FAP 170-C(3)

While negotiations for right of way are in progress, one parcel has not been secured, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within twenty days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

May 23, 1941

PR 46

Roadside Improvement (Pendleton-Adams)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Nov. 15, 1941 Project No. FAP 170-C (7)

Estimated Total Cost Rds. Incr. $ 11,255.39 Length: Miles 7.701

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	12	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	10	7	Reinforcing steel	Lb.	580
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
Admin
Projects
Landscaping
1B-C-3

OREGON STATE HIGHWAY COMMISSION
SALEM

May 12, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

RE: Report and Analysis of the Pendleton-Adams Roadside Improvement Project.

Dear Sir:

The Pendleton-Adams section roadside improvement project is being submitted for your approval. A complete report and analysis for the project indicating the factors which influenced the type of treatment to be used for this section are set forth in the following six sections.

SECTION A

1 - Soil Type:

The soil in the immediate vicinity of this section of highway is of the rolling plains "wheat land" type, being through the section of the state known as the "wheat belt."

The United States Department of Agriculture Soil Conservation Service Maps indicate dark grayish-brown loams and silt loams, developed from loess.

2 - Climatological Data:

a - Total Annual Rainfall:

1930	-	10.51	inches
1931	-	12.84	"
1932	-	9.90	"
1933	-	12.93	"
1934	-	10.02	"
1935	-	8.41	"
1936	-	9.66	"
1937	-	13.67	"
1938	-	10.13	"
1939	-	8.94	"

Average for the above period was 10.70 inches. The average for the period 1920 to 1929 was 14.81 inches.

b - Temperatures:

In 51 years of recording the annual mean temperature was 52.6°.

Highest temperature last year 100° (August).

Lowest temperature last year 12° (December).

c - Altitude:

Pendleton - 1488 feet.

2 - Plant Adaptability:

The trees and shrubs being used in this project are all hardy species, known to do well in the Pendleton area.

The types of seed to be used in the seeding work were recommended by the Agronomist of the United States Department of Agriculture, Bureau of Plant Industry, stationed at Corvallis.

SECTION B

1 - General Treatment of Project:

The major part of this project consists of blading and leveling the cut slopes and seeding to grass the entire area between the pavement surface and the right of way line. This highway traverses the rolling wheat fields for the entire distance of the project, and this contract will not only eradicate all weeds from these areas but will in addition almost eliminate completely further erosion.

The south end of the contract is a more urban treatment, as a part of the intersection triangle is within the city limits of Pendleton. This part of the contract calls for the regrading of the unsightly island areas, installation of an automatic irrigation system, seeding of lawn, and planting of trees and shrubs.

Groups of pines are placed to lend a feeling of transition to rural highway and to hide utility poles and structures.

SECTION C

The complete list of plant materials to be used is as follows:

1 - Trees:

Silver Fir (Abies concolor)
Sycamore (Acer pseudoplatanus
Birch (Betula alba)

Copper Beech (Fagus sylvatica riversi)
Red Cedar (Juniperus virginiana)
Koster Blue Spruce (Picea pungens glauca kosteri)
Yellow Pine (Pinus ponderosa)
Plane Tree (Platanus orientalis)
Linden (Tilia americana)

2 - Shrubs:

Flame Azalea (Azalea calendulacea)
Chinese Azalea (Azalea mollis)
Pfitzers Juniper (Juniperus chinensis pfitzeriana)
Mugho Pine (Pinus montana mughus)
Elderberry (Sambucus canadensis pubens)
Thunberg Spirea (Spirea thunbergi)

3 - Vines and Ground Covers:

Engelmans Ivy (Ampelopsis quinquefolia engelmanni)
Dwarf Broom (Genista sagitalis)

4 - Grass:

Highland Creeping Bent
Chewings Fescue
Kentucky Blue Grass
Bulbous Blue Grass
Crested Wheat Grass (Fairway Strain)

SECTION D

Water:

Water is to be supplied to the intersection area by an underground automatic irrigation system installed under this contract. The water will be supplied free of charge by the City of Pendleton.

SECTION E

Relation of Project to the Six Basic Requirements of the United States Public Roads Administration in Roadside Improvement:

1 - Landscape Grading (flattening, rounding, transition of slopes, etc., and foreign borrow to avoid side borrow.)

This contract not only consists of grading, leveling, and top-soiling of the triangular area and adjacent areas at the south end of the project, but includes blading and sloping work throughout the entire contract in an effort to present pleasant appearing, streamlined, flowing cross sections.

The topsoil borrow is completely off the project and out of view of any highway.

2 - Obliteration of Old Roads and Abandoned Highway Structures, Resoiling, Borrow Pits, etc.

This project includes the removal of old abandoned pavement sections, and the old road beds will be completely obliterated by grading, leveling, and topsoiling operations.

3 - Topsoiling, Improvement of Existing Soils and Soil Preparation Measures Necessary for Seeding or Planting:

Good quality selected river loam will be placed over the intersection triangle area preparatory to seeding lawn and planting of the trees and shrubs. This contract includes the working into the soil of large quantities of peat moss and fertilizer as soil preparation.

4 - Planting of Trees and Shrubs. (If used as permitted by local soil, slope, and climatic conditions.)

This contract calls for the planting of trees and shrubs only in and adjacent to the triangle area at the south end of the project where artificial irrigation is provided. In an area having less than fifteen inches of rainfall annually, additional plantings along the entire length would not be feasible.

5 - Seeding or Planting of Grasses, Succulents, or Other Ground Covers as Rendered Desirable and Possible by Existing Soil, Slope and Climatic Conditions.

This project includes the seeding of all areas within the right of way between the paved highway surface and the right of way line except driveways, footpaths, and existing structures.

The type of seed is as follows:

Lawn Areas:

Highland Creeping Bent
Chewings Fescue
Kentucky Blue Grass

Shoulder Areas:

Bulbous Blue Grass

Other Grass Areas:

Crested Wheat Grass (Fairway Strain)

6 - Provision for Properly Designed Rest Areas or Scenic Turnouts.

No particular scenic views exist on this section, and turnouts are not required inasmuch as parking space is available along the entire project.

SECTION F

Photographic Log of Project

Picture No. One - South end of the project where the Oregon-Washington Highway intersects the Old Oregon Trail Highway. The intersection island is to be regraded, topsoiled, and seeded to lawn. Trees and shrubs will also be planted.

Picture No. Two - This high cut bank will be shaped down to not only make for a more pleasant appearing intersection but a safer one, due to greater sight distance.

Picture No. Three - A typical view of the section of highway to be improved. The improvement for this section consists of blading and leveling, preparing for seeding, and seeding of the entire right of way outside of the pavement surface.

Picture No. Four - Another typical view of the section through the rolling wheat land. An existing turnout is clearly shown in the foreground.

Respectfully submitted,

R. H. BALDOCK
CHIEF ENGINEER

H. G. Smith
Construction Engineer

By

George H. Ottm
Landscape Engineer

GHO:JF
cc - 5 to W. H. Lynch
1 to H. G. Smith
1 to S. H. Probert

31-1111 Boswell Ranch-Follett Ranch Sec.
Wallowa Lake Highway 1941

2483

RECEIVED
MAR 4 1944
FOR FILING

21-111

March 3, 1944

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2483 for work on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway in Union County has been completed by the Contractor, Leonard & Slate, and that final payment in the amount of $9,347.21 will be made on or after March 13, 1944.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $89,944.30 of which amount $475.36 represents the amount of force account items. This contract was completed on July 30, 1943 and accepted by the Commission on December 23, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

BY

RECEIVED
NOV 20 1943
FOR FILING
21-1111

Salem, Oregon
November 19, 1943

Mr. Paul Van Scoy
Highway Division Engineer
La Grande, Oregon

Dear Sir:

We have your letter of November 16, accompanied by Order for State Force Work in the amount of $283.32, covering the sale of 18,888 M-FBM of used lumber salvaged from the Umatilla Overcrossing Project to O. C. Yocum, sub-contractor on the Boswell Ranch-Follett Ranch job.

The deal seems to be that this lumber was available from the temporary bridge built by the State on Montag's contract, and that O. C. Yocum was given permission to haul the above amount of lumber to his Kinzua Hill job. A price of $15.00 per M was quoted by Mr. Paxson for this particular sale.

There have been two previous sales of lumber to O. C. Yocum from stock that we bought from Montag and charged into Armstrong's materials account. These were cash sales and were promptly paid by Mr. Yocum.

It is suggested that this sale also be handled as a cash deal and that you submit to Mr. Paxson a Request for Outside Billing to cover the transaction, and we will cancel the State Force Order as submitted. The credit should apply directly to 30-1017-290.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dictated by L. E. Parsons/ER
cc to G. S. Paxson
E. A. Collier

FORM E-30 25M 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 16, 1943

SUBJECT:

To: Accounting Division
State Highway Department
Salem, Oregon

ATTENTION: Martin A. Putnam

Dear Sir:

Reference is made to your letter of November 10, 1943 in regard to the lumber purchased by O. C. Yocum for use on the Boswell Ranch-Follett Ranch Project.

Resident Engineer Chidsey has prepared the attached Order for State Force Work which explains the request for deductions on the final estimate of the above mentioned project.

Will it be necessary to submit a revised semi-final estimate showing this deduction? Cannot this be taken care of in the Salem Office without having to submit a corrected estimate?

Very truly yours,

PAUL VAN SCOY
Division Engineer

BY C. D. Cannon
C. D. Cannon
Office Engineer

CDC/fc
Encl.
cc S. H. Probert
Jack Rhodes

Form 888—134—11-36.

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR STATE FORCE WORK

APPLYING TO CONTRACT PROJECTS

Project Name Norwall Ranch - Follett Ranch Date November 25, 1943

Highway Wallowa Lake Contract No. 2483 F. A. Project No. [illegible]

County Union Prefix Y-1111 Account No. [illegible]

Description of Work:

Lumber purchased from State by O. C. Young, subcontractor on the Norwall Ranch- Follett Ranch project, Contract No. 2483.

Location by Station Numbers:

Estimate of Quantities and Costs:

13½	pcs.	[illegible]	— 17,248 FBM
2	"	[illegible]	— 128
4	"	[illegible]	— 427
4	"	[illegible]	— 853
3	"	[illegible]	— 240
		total	18,896 FBM

18,896 x $ 25.00 — $ 283.32

Explanation:

Deductions to be made from the contractors final estimate in order that the State be paid for the material.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Six copies of the order are to be submitted to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Total Original Authorizations . . . . . $.....

Total Authorizations to Date . . . . . $.....

Additional Authorization Requested . . . $.....

Additional Authorization Approved . . . $.....

Submitted by: E. H. Chedsey
Resident Engineer

Approval Recommended: H. G. Smith
Construction Engineer

Approval Recommended: Paul Van Leer
Division Engineer

Approved: .....
State Highway Engineer

This order does not constitute authority for expenditures until approved by the State Highway Engineer.

STATE PRINTING DEPT.

FORM E-30 25M 8-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1943

SUBJECT:

To:

Mr. C. D. Cannon
State Highway Commission
c/o Paul Van Scoy
LaGrande, Oregon

Dear Sir:

On the basis of your recent request for transfer of cost distribution for lumber purchased from the state by O. C. Yocom, it is asked that you contact the Resident Engineer on the job to have him prepare the regular estimate form of deduction for this material.

Very truly yours,

Martin A. Putnam
Accounting Division

MAP:AN

cc: Mr. Jack Rhodes

OREGON STATE HIGHWAY COMMISSION

REQUEST FOR TRANSFER OR CORRECTION OF COST DISTRIBUTION

FROM: Paul Van Scoy — La Grande, OREGON

TO: ACCOUNTING DIVISION— DATE October 7, 1943

PLEASE Transfer (TRANSFER, CORRECT) THE FOLLOWING ITEMS WHICH WERE ORIGINALLY CHARGED ON

Final estimate Cont. #2489 (INDICATE NAME OF ORIGINAL DOCUMENT) NO. _____ DATE _____

(IF VENDOR'S INVOICE, WRITE NAME AND ADDRESS ON THIS LINE)

QUANTITY	UNIT	DESCRIPTION	CHARGE		CREDIT	
			DISTRIBUTION	AMOUNT	DISTRIBUTION	AMOUNT
18.888	MFBM	Lumber purchased from the State by	31-1111-202	$283 32	30-1017-290	$283.32
		O.C. Yocum, sub-contractor on the				
		Boswell Ranch-Follett Ranch project,				
		Contract #2483 as follows:				
		154 pcs. 6x14x16' = 17,248 FBM				
		2 pcs. 8x10x 9' = 120				
		4 pcs. 8x10x16' = 427				
		4 pcs. 8x10x32' = 853				
		3 pcs. 8x10x12' = 240				
		18,888				
		18.888 x $15.00 = $283.32				
		TOTAL		$283.32		$283.32

REASON FOR THIS REQUEST: To make proper deductions from the contractor's estimate on Contract #2483 in order that the State be paid for the material used by sub-contractor O.C. Yocum

APPROVED: Paul Van Scoy DIVISION ENGINEER

APPROVED: _____ STAFF ENGINEER

PREPARED BY: D. Dawson CLERK

APPROVED: _____ DISTRICT MAINT. SUPT.

ENTERED ON JOURNAL VOUCHER NO.: _____

DATE ENTERED: _____

ENTERED BY: _____

FORM E-20 25M 8-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
October 4, 1943

RECEIVED
OCT 11 1943

SUBJECT:

To: Mr. G. S. Paxson
Bridge Engineer
Salem, Oregon

ATTENTION: Mr. Reeves

Dear Sir:

Attached, hereto, you will find a transfer for the lumber obtained by O. C. Yocum from the Umatilla Overcrossing Project and used on Minam Hill.

The transfer is being submitted in accordance with your letter of September 30, 1943.

Very truly yours,

PAUL VAN SCOY
Division Engineer

BY C. D. Cannon
C. D. Cannon
Office Engineer

CDC/fc
cc
Encl.

RECEIVED
SEP 10 1943
FOR FILING

31-1111

September 10, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard & Slate, on contract No. 2483, covering 2.78 miles of grading, surfacing, and oiling on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Union County. This payment, in the amount of $17,334.35, will be made on or after September 20, 1943. The retained percentage is $2,987.54.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

RECEIVED
AUG 30 1943
FOR FILING

31-1111

August 24, 1943

Leonard & Slate
7805 S. W. 40th
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 23, 1943, granted you the extension of time requested, from May 31, 1942 to July 30, 1943, without penalty, in connection with contract No. 2483 for grading, surfacing and oiling the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Union County.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

EW

cc- Paul Van Dorp
Division Engineer

RECEIVED
AUG 2 0 1943
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

LaGrande
July 31943

SUBJECT:

21-111

To:

gk 1/7/43

Mr H.G.Smith,
Const Engr
Salem,Ore.

Dear Sir-

I enclose price agreement #4 on the Boswell Ranch-Follett Ranch contract covering the cost of 3000 cy of maintenance material which we should have on this section.

The price of $2.50 plus haul is higher than than the price which Mr Yocum receives for the same class of rock on the main contract. However he can hardly break even at his contract price of $1.25 per ton and he would not care to stock pile this maintenance material at the same price.

As the contractor will soon start on this material we would appreciate knowing whether this price agreement is approved or not as soon as possible.

Very Truly Yours,

Paul Van Scoy
Div.Engr.

cc EAC

RECEIVED
OCT 0 - 1943
OFFICE OF

Form B-1—634—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

No 53

For Week Ending July 31, 1943

Section Roswell Ranch - Follett Ranch

Kind of work Grading, surfacing and oiling

Highway Wallowa Lake

Section prefix 31-1111

Contractor Leonard and Slate

Contract number 2483

Date of contract June 12, 1941

Date of completion May 31, 1942

Date work started June 19, 1941

Estimated date of completion July 31, 1943

Amount of contract $86,611

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering $86,611

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $6,500.00, ... %

Date project was completed 7-30-43, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished crushing the oil rock and the maintenance rock on this project this week and is moving the plant to another project.

RECEIVED
AUG 2 - 1943
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. M. BOOTH

Signed E J Kleckner

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.78	2.78		2.78	
Miles partially completed					
Miles completed	2.78	2.78			
Total estimated quantities	88,000	25,000	3,000		
Estimated quantities moved or placed to date	88,000	27,000	3,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			10		
Average force on project for week			12		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....1.....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Weather warm all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
NOV 18 1942
FOR FILING

31-1111

November 16, 1942

Mr. Carl B. Caldwell, Secretary
War Price and Rationing Board
1002 Bedell Building
Portland, Oregon

Dear Sir:

O. C. Yeoum, who has a contract with this department for furnishing 25,000 tons of crushed rock required on the Wallowa Secondary Highway in Union County, is unable to get tires through the local tire rationing board at Elgin. He has an order placed in Elgin at the present time for two tires, size 8:25 x 20, and estimates that his future requirements will be four tires, size 8:25 x 20, and four tires, size 7:50 x 20.

We will appreciate your taking such action as is necessary to have the Elgin board release the tires or else release them from the State's supply.

Very truly yours,

R. H. Baldock
Chief Engineer

HH

FORM E-30 SOM 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
Nov. 16, 1942.

Subject: Boswell Ranch-Follett Ranch

To: Mr. R. H. Baldock,
Chief Engineer,
Office.

Dear Sir:

O. C. Yocom, contractor, State Highway Contract #2483, Boswell Ranch-Follett Ranch Section of the Wallowa Secondary Highway is unable to get tires thru the local tire rationing board at Elgin, Union County.

He is producing 25,000 tons of crushed rock required on this section and needs tires to do the hauling.

Can you call the State Tire Rationing Board in Portland and have them release the tires required for this project. Mr Yocom has an order placed in Elgin at the present time for two tires, size 2, 8:25 x 20. He estimates that his future requirements will be four tires, size 8:25 x 20 and four tires size 7:50 x 20. The local board in Elgin will not release the present order.

Yours very truly,

E H Clymer

E.H. Clymer,
Priorities Supervisor.

By E C Paulson

EHC/H

CC to
O. C. Yocom

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HUGH W. CLOUGH, CANYONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
NOV 14 1942
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. H. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

31-1111

IN REPLY PLEASE REFER TO FILE NO.

Nov. 13, 1942.

Mr. O. C. Yocom,
Contractor,
McMinnville, Ore.

Attention - John J. Durst

Dear Sir:

In reply to your letter of November 12th, in reference to your two purchase orders for parts for Ingersoll Rand Compressor, on the Follett Ranch project.

It will require approximately three weeks to secure an A-5 rating which you request. This project is covered with an A-10 preference rating and in order to secure an A-5 preference rating it will be necessary for us to apply to the War Production Board in Washington, D. C., and ask them to grant an A-5 rating to cover these two orders.

I will prepare this application today and will sign O. C. Yocom's name to the application in order to save delay.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

By

E.H. Clymer,
Priorities Supervisor.

EHC/M

State Highway Engineer
NOTED

RECEIVED
AUG 31 1942
FOR FILING
31-1111

Salem
August 31, 1942

Mr. S. H. Probert:

We are handing you two copies of an agreement between the State Highway Commission and Leonard and Slate with reference to the modification of their Contract No. 2483, for work on the Bend-Fall Creek-Pollett Section of the Wallowa Lake Highway in Baker County.

Copies of this agreement have been forwarded to Leonard and Slate and their surety on the bond and Mr. Glaisyer has retained one copy for his files.

C. H. McCullough

JM:GA

FORM E-20 20M 8-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

SALEM

August 28, 1942

Subject: Agreement with Leonard & Slate

To:

Mr. C. B. McCullough
Assistant Chief Engineer

L

I am handing you, herewith, two copies of an agreement between the State Highway Commission and Leonard and Slate relative to the modification of contract No. 2483, for work on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Union County. These were signed by the Commission on August 27, and I am returning them to you for further handling.

I have today forwarded one fully executed copy of this agreement to Leonard & Slate and one copy to the surety on the bond.

I have retained one fully executed copy for the Commission's records and files.

Secretary

AM:RS

RECEIVED
AUG 28 1942
FOR FILING

31-1111

SALEM
August 28, 1942

Agreement with
Leonard & Slate

Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you, herewith, two copies of an agreement between the State Highway Commission and Leonard and Slate relative to the modification of contract No. 2483, for work on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Union County. These were signed by the Commission on August 27, and I am returning them to you for further handling.

I have today forwarded one fully executed copy of this agreement to Leonard & Slate and one copy to the surety on the bond.

I have retained one fully executed copy for the Commission's records and files.

filed in contract # 2483

Secretary

AM:RS

RECEIVED
AUG 28 1942
D. C. DeSart

August 28, 1942

Leonard and Slate
7805 S. W. 40th Avenue
Portland, Oregon

Gentlemen:

I am handing you, herewith, a fully executed copy of a supplemental agreement between yourselves and the State Highway Commission relative to the modification of contract No. 2483, for work on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Union County. This is for your records and files.

I have forwarded one fully executed copy of this agreement to the surety on your bond.

Very truly yours,

Secretary

AM:RS

August 28, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building,
Portland, Oregon

Gentlemen:

I am handing you, herewith, a fully executed copy of the supplemental agreement between Leonard and Slate and the State Highway Commission, relative to the modification of contract No. 2483, for work on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Union County.

This is for your records and files.

Very truly yours,

Secretary

AM:BB

RECEIVED
AUG 28 1942
FOR FILING

31-1111

SALEM
August 28, 1942

Agreement with
Leonard & Slate

Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you, herewith, two copies of an agreement between the State Highway Commission and Leonard and Slate relative to the modification of contract No. 2483, for work on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Union County. These were signed by the Commission on August 27, and I am returning these to you for further handling.

I have today forwarded one fully executed copy of this agreement to Leonard & Slate and one copy to the surety on the bond.

I have retained one fully executed copy for the Commission's records and files.

Secretary

AM:RS

August 26, 1942

Leonard and Slate
7805 S. W. 40th Avenue
Portland, Oregon

Gentlemen:

I am handing you, herewith, a fully executed copy of a supplemental agreement between yourselves and the State Highway Commission relative to the modification of contract No. 2483, for work on the Boswell Ranch-Pollett Ranch Section of the Wallowa Lake Highway, in Union County. This is for your records and files.

I have forwarded one fully executed copy of this agreement to the surety on your bond.

Very truly yours,

Secretary

AM:RS

August 28, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building,
Portland, Oregon

Gentlemen:

I am handing you, herewith, a fully executed copy of the supplemental agreement between Leonard and Slate and the State Highway Commission, relative to the modification of contract No. 2483, for work on the Rowell Ranch-Pollett Ranch Section of the Wallowa Lake Highway, in Union County.

This is for your records and files.

Very truly yours,

Secretary

AM:MS

RECEIVED
AUG 1942
FOR FILING
31-1111

August 24, 1942

Leonard & Slate
7805 S. W. 40th Avenue
Portland, Oregon

Gentlemen:

I am inclosing five copies of the supplemental agreement between yourselves and the State Highway Commission relative to your contract No. 2483 for grading, surfacing and oiling the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Union County.

If this has been prepared in conformity with your understanding of the matter, will you kindly sign all copies and secure the approval of your surety, The Great American Indemnity Company, and hand them to me at the meeting of the State Highway Commission in the auditorium of the Public Service Building, Portland, on Thursday of this week, August 27, 1942. I will have the members of the Highway Commission sign the copies at such meeting.

Very truly yours,

HBG:AM

Secretary

Signed 8/27/42
By Commission

FRED H. SLATE
Multnomah, Oregon

SKILL, INTEGRITY RESPONSIBILITY

CHAS. H. LEONARD
Multnomah, Ore.

31-1111

LEONARD & SLATE

GENERAL CONTRACTORS
7805 S. W. 40th Avenue
PORTLAND, OREGON

AGENDA
AUG 14 1942

August 12, 1942

2b

Oregon State Highway Commission
Salem
Oregon

SUBJECT: BOSWELL RANCH-TOLLETT RANCH
Section - Wallowa Lake Hwy.
State Contract No. 2483

Attention: Mr. R. H. BALDOCK, State Highway Engineer

Gentlemen:

This letter is to confirm a verbal conversation by and between O. C. YOCOM and R. H. BALDOCK, as of August 4, 1942, at the site of the project near Elgin, Oregon, as follows:

"On account of the difficulty encountered in attempting to complete this project because of priority regulations, we have met here today to attempt to work out a satisfactory solution. After discussing the problems from every conceivable angle, the following procedure appears to be best for all parties concerned:

"That a State owned Crushing Plant complete or in part as needed be furnished by the State. Said plant to be transported, set up, and operated by Mr. Yocom. The State to collect a reasonable, or Federal maximum rent from the contractor. The State to furnish all necessary replacement parts and collect for same from contractor. No rent to be charged while plant is shut down for want of repair parts or supplies. Plant to be erected at the east end of project at a quarry to be acquired by the State, and that the State pay an additional ten (10) cents per ton for crushed rock furnished because of extra haul involved. And that Mr. Yocom not be required to start operations on this project until after he has completed the Santiam Project. And that there be no penalties imposed because of the necessary extension of time. And that the State accept the project as completed and final out same when the surfacing is completed and necessary mineral aggregate placed in stockpile. That is, the contractor would be relieved of all oiling obligations. And that the price for mineral aggregate in stockpile be just one-half the bid price stated in contract for mineral aggregate in place, or $1.25 per ton for mineral aggregate in stockpile."

To the best of our knowledge the above constitutes the basis of an agreement to be entered into with the State Highway Commission. The above is entirely satisfactory with us.

We have the verbal consentof our bondsman to make this adjustment. If this meets with your approval, we are ready and anxious to complete the agreement.

Yours very truly,

LEONARD & SLATE

By Fred H. Slate
FRED H. SLATE

R

RECEIVED
AUG 3 1942
FOR FILING

31-1111

August 1, 1942

Mr. Fred H. Slate
Multnomah, Oregon

Dear Sir:

Pursuant to your request, I am attaching hereto correspondence with the Office of Production Management, Division of Priorities, relating to State Contract No. 2483, Boswell Ranch-Follet Ranch Section of the Wallowa Lake Highway.

You will note that we have a conveyor belt which we will rent you for $30. per month. The belt is the same size that you have requisitioned except that it is a little longer. We will expect you to set up the equipment in a manner so as not to require the cutting of the belt.

It would appear that this will give you priority rating on everything you have requested except welding rods.

Should you desire to rent one of our crushing plants, I believe it can be arranged. We discussed this matter with Mr. Yocum this week and have arranged to meet him at La Grande next week for an inspection of the job.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. Henry F. Cabell
Mr. Huron W. Clough
Mr. Herman Oliver

FORM E-20 20M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 31, 1942

COPY

Subject: Boswell Ranch-Follet Ranch Section
FAP 5
Leonard and Slate, Contractor

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

Attached hereto are copies of our applications sent through the Public Roads Administration to the War Production Board to obtain preference ratings higher than the A-7 project rating for miscellaneous items required by the contractor to complete the work on the project.

You will note that separate PD-1A applications were prepared and submitted for each class of material included in the contractor's list of items necessary to complete the job. This follows a procedure outlined by the War Production Board to be used whenever the assigned project rating is insufficient to obtain the material necessary to complete a project, and explains why we did not request a higher blanket rating for the entire project.

In general, the contract for this project was awarded June 12, 1941, which was prior to the time at which priorities began to effect our construction. The regulations governing priority applications to highway construction were issued on September 2, 1941, and soon thereafter we made application to the War Production Board for a preference rating for this job. The War Production Board acknowledged this application with an A-7 rating for the work. The contractor was able to complete the grading work on the project without requesting extensions of the A-7 rating.

To date the War Production Board has acknowledged and granted ratings on the applications for steel cable (A-3), the 12 bucket teeth (A-1-j), the iron sheets and steel plate (A-5), the nails and bolts (A-5), and the screen cloth (A-3). We have advised the contractor of this fact and instructed him to forward his copies of his purchase orders so that we may make the proper certifications thereon.

We have not received ratings on conveyor belt, belt fasteners, or welding rods. In so far as the conveyor belt is concerned, Mr. Halik advises us that he has a conveyor belt available to the contractor by rental which he believes will serve the contractor's purpose. He advises that the rental rate on this belt is $30 per month.

Very truly yours,

C. A. Gardner
Assistant Bridge Office Engineer

CAG DG
Enclosure

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

July 29, 1942

IN REPLY PLEASE REFER TO FILE NO.

Mr. Henry F. Cabell,
Failing Building,
Portland, Oregon.

Mr. Huron W. Clough,
Canyonville, Oregon

Mr. Herman Oliver,
John Day, Oregon

Gentlemen:

Mr. Baldock requested that I give the Commission my opinion of the law applicable to one phase of the controversy which is pending between the Highway Commission and contractors Leonard & Slate, and which involves their contract for the construction of the Boswell Ranch-Follett Ranch Section of the Wallow Lake Highway, which contract is identified in the Commission's files as Contract 2483.

The facts given me are substantially these: The highway involved in the contract is within the reach of the priority ruling and control imposed by the Federal Government on projects the cost of which is in excess of $5,000, and the project has been given a rating of A-7. As a result of a call for competitive bids Leonard & Slate were adjudged the lowest and best bidders. Accompanying the bid was a written statement to the effect that if awarded the contract they proposed to sublet to Mr. O. C. Yocom items 16 to 22. The total amount of the contract was approximately $86,000, and the total amount of the items which the bidders propose to sublet to Mr. Yocom was approximately $40,000.

Generally speaking, the part of the work which the bidders propose to sublet was the surfacing as opposed to the grading which is to be done by Leonard & Slate. The grading has been approximately completed, but no part of the surfacing has been done either by the contractors or their subcontractor, and it appears that the reason offered in support of the contractors' failure to do the surfacing is that they cannot be assured of supplies and repairs for the machinery and equipment which will be used on the job. The contractors claim that their subcontractor has made an effort to procure the necessary supplies and equipment or be given assurance that such supplies and equipment will be furnished when needed. Nothing has been done, it appears, either by the contractors or their subcontractor which could be construed as an actual beginning of the surfacing part of the contract.

In the first place the Highway Commission has no contractual relations with Mr. Yocom. The Commission's contractual relations are with Leonard & Slate. In so far as Leonard & Slate's obligations to the State are concerned the contract covers both the grading and the surfacing parts of the job. The subletting of the surfacing part of the job to Mr. Yocom did not divide the job in so far as the State and Leonard & Slate are concerned, nor did it relieve Leonard & Slate of any of their obligations to the State. The State can look only to Leonard & Slate for a completion of the entire job.

I am not fully informed with respect to the extent to which this job is controlled by priority ratings or rulings, but for the purpose of this opinion I am going to assume that the contract is within the reach and scope of the Congressional act and the executive orders concerning priorities.

In the letter over the signatures of Leonard & Slate addressed to the Highway Commission under date of July 27, 1942, this quotation is taken from the Federal act approved May 31, 1941: "No person, firm or corporation shall be held liable for damages or penalties for any default under any contract or order which shall result directly or indirectly from his compliance with any rule, regulation or order issued under this section." Assuming that the contractors are entitled to the benefit of the above protective clause, I believe the general rule of law is that they must in good faith proceed with the project until they reach the point where they cannot proceed further because of a lack of equipment, repairs or supplies, and are unable to get these necessary things because of the priority rulings. In my opinion it is not enough for the contractors to grow fearful, and influenced by that fear refuse to even commence the work.

I am informed that through the good offices of the Highway Department assurances have been given by the Federal agencies that most, if not all, of the supplies, repairs or equipment called for by the contractors are now or will be available when the contractor is ready for them. It is therefore my opinion that under all of the circumstances it is incumbent upon the contractors to in good faith proceed with their job, and if because of circumstances or conditions beyond their control they are precluded from finishing the job, then these influences and conditions can and should be taken into consideration by the Highway Commission when a decision is being made either with respect to an extension of time or other matters connected with a completion of the job.

In the contractors' letter to the Commission there is this statement: "Please be informed that Leonard & Slate have no financial interest in the crushing and oiling portion of this contract whatsoever." I do not understand why that statement is made, for in my opinion Leonard & Slate are responsible to the State for the completion of the job whether that involves the grading or the surfacing.

The notice which accompanied the contractors' bid to the effect that they proposed to sublet a certain part of the work to Mr. Yocum did not them and does not now relieve the contractors of any part of their obligation for the performance of the contract.

The letter to which reference has been made does not state whether or not the contractors refuse to perform the contract, but on the contrary leaves the impression that they are planning to complete the work. However, the season within which the work can be done is short and the contractors may by delay jeopardize their own best interests and leave themselves subject to the penalty and damages incident to delay. Especially would this be true if the supplies and equipment which they claim they need are made available before the contractors are ready to make use of them.

In brief, my opinion is that the contractors have not yet placed themselves in a position to claim the benefit of the clause they have quoted assuming that it is applicable to this job, nor have they placed themselves in a position to claim the benefits of unforeseen contingencies or conditions over which neither they nor the State has any control. It is not certain yet that the conditions which the contractors fear will develop.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock

The notice which accompanied the contractors' bid to the effect that they proposed to sublet a certain part of the work to Mr. Yocom did not them and does not now relieve the contractors of any part of their obligation for the performance of the contract.

The letter to which reference has been made does not state whether or not the contractors refuse to perform the contract, but on the contrary leaves the impression that they are planning to complete the work. However, the season within which the work can be done is short and the contractors may by delay jeopardize their own best interests and leave themselves subject to the penalty and damages incident to delay. Especially would this be true if the supplies and equipment which they claim they need are made available before the contractors are ready to make use of them.

In brief, my opinion is that the contractors have not yet placed themselves in a position to claim the benefit of the clause they have quoted assuming that it is applicable to this job, nor have they placed themselves in a position to claim the benefits of unforeseen contingencies or conditions over which neither they nor the State has any control. It is not certain yet that the conditions which the contractors fear will develop.

Yours very truly,

J. M. DIVERS

JMD:PW

cc P. H. Wilcock

H. SLATE
Multnomah, Oregon

SKILL, INTEGRITY RESPONSIBILITY

CHAS. H. LEONARD
Multnomah, Ore.

LEONARD & SLATE

GENERAL CONTRACTORS
7805 S. W. 40th Avenue
PORTLAND, OREGON

July 27, 1942

RECEIVED
JUL 28 1942
COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: State Highway Contract #2483
Boswell Ranch-Follett Ranch
Section Wallowa Lake Highway

This will acknowledge receipt of your letter of July 2, 1942.

The surfacing and oiling work on this job was subcontracted to O. C. Yocom of McMinnville, Oregon, and he advises us that he will complete the work as soon as he is able to obtain certain necessary materials and supplies as specified in a certain statement forwarded to your commission on June 2, 1942, pursuant to a request by telegraph under date of June 1, 1942, from R. H. Baldock, Chief Engineer, Oregon State Highway Commission.

For your information please find enclosed copy of letter received by us on July 27 from O. C. Yocom.

It is our understanding that this job has a rating of A-7 under the priority system of the federal government and that you have taken steps to obtain, if possible, a higher rating but as yet have been unable to do so.

To this date it has been impossible for Mr. Yocom or ourselves to obtain the necessary supplies and equipment for the installation and operation of the rock crusher to manufacture the surfacing material, because under rating A-7 the n necessary supplies and equipment are not available and as yet cannot be obtained.

Mr. Yocom advises us he has placed orders with wholesalers and other persons engaged in the selling of such supplies and equipment, in compliance with the priorities regulations, but is advised that materials are unobtainable at this time. As soon as these materials are obtainable we will proceed with the work.

Under the priority law and regulations, we understand that "no person shall be held liable for damages or penalties for any default under any contract or purchase order, which shall result directly or indirectly from his compliance with any rule, regulation or Order of the Director of Priorities."

We would appreciate your forwarding to us a copy of all of your correspondence with the office of Production Management, Division of Priorities, with reference to this job, and all applications for a higher rating so that we may know what steps you have taken to obtain a higher rating and use our efforts to assist you in this matter. We have the assurance of the Portland office of the Division of Priorities their assistance to ascertain definitely whether or not this job can obtain a higher rating.

In the second paragraph of your letter of July 2 you made the following statement, "but no attempt has been made by the contractors to do any of the surfacing or oiling work." We take exception to this statement and deny that there is any truth in it and we assure you that an honest and reasonable effort was made prior to July 2, and has been made since then, and will continue to be made until this contract is carried to completion or taken over by the State as you have threatened to do.

Please be informed that Leonard & Slate have no financial interest in the crushing and oiling portion of this contract whatsoever. This is not an unusual case. The same arrangement has been used many times, and carried to satisfactory completions which has been profitable to the State and contractors alike. Therefore we do not think that we should accept an unreasonable penalty in having some other contractor do this work. However we have tried and are still trying to interest other contractors in this job. This we find very difficult to do with only an A-7 priority rating and we are informed by the local priority office that the usual A-10, P-100 rating for maintenance and repair equipment is not extendable to this job and we were warned that the use of same on this job would result in criminal prosecution. Mr. Yocom has written the Washington office for a more definite interpretation of this last difficulty. If it is definitely established that the A-10 rating does not apply here, it would be wholly impractical to operate.

We believe that Mr. Yocom's proposition to proceed to set up his plant and if later found that the necessary supplies could not be secured that you share the cost of the set up was a reasonable proposition inasmuch that it was your request that he proceed to set up although he had no assurance whatever that he would ever be able to operate.

We do believe however that it was entirely unreasonable of your engineer, Mr. R. H. Baldock, to refuse to admit the existence of any difficulty in the fulfilling of the obligations in this contract caused by Federal regulations. We further believe that Mr. Baldock's question, "Are you or are you not going to move in and do this job?", asked at Mr. Yocom's hearing in Portland was entirely unreasonable and unanswerable.

We do have difficulty involved in this job caused by Federal regulations, and Mr. Baldock's refusal to admit their existence does not put them out of existence or make it any easier for the contractor to operate.

We do not have or never have had any crushing or oiling equipment of our own, therefore have no organization or personnel skilled in this type of work. We, therefore, do not feel that we should attempt this work with our own organization.

Very truly yours,

LEONARD & SLATE

By Fred H. Slate
Fred H. Slate

cc: Harvey Wells-Reed Insurance Agency
O. C. Yocom

c
o
p
y

McMinnville, Oregon.

July 27th, 1942.

Leonard & Slate,
Multnomah, Oregon.

Gentlemen:-

We acknowledge receipt of a copy of a letter under date of July 2nd, 1942, from the Oregon State Highway Commission to yourselves demanding that the surfacing and oiling of the Boswell Ranch-Follett Ranch section of the Wallowa Lake Highway in Union County, Oregon, be commenced immediately and prosecuted with diligence so that it can be completed by October 1, 1942.

We understand that you were unable to complete the grading on this job until July 1, 1942, on account of inclement weather conditions but apparently the highway commission is insisting that the surfacing and oiling be done this year.

On May 28, 1942, Mr. Fred Slate, O. C. Yocom, and R. H. Baldock, State Highway Engineer, had a discussion about this job at Salem, Oregon, at which time Mr. Baldock was informed that we did not see how we could do the crushing on this Wallowa Lake job under the low priority rating which the job carried. After some discudsion Mr. Baldock requested that we submit a list of the materials and supplies which would be necessary to install the crusher and keep it in operation, and that he would attempt to obtain a higher priority rating but if he was unable to do so some other arrangements would be worked out. On June 2, 1942, we sent this list to Mr. Baldock and have received no definite word that a higher priority rating can be obtained for the job.

We have placed orders with wholesalers and other persons engaged in the selling of crusher supplies and equipment but are advised that such materials are unobtainable at this time under the priority rating in effect. We are willing to proceed with the crushing, surfacing and oiling as soon as we are able to obtain the necessary materials so as to put the crusher in operation and keep it in repair.

Since the Oregon State Highway Commission has been apparently unable to obtain any help from the Office of Production Management, Division of Priorities, we have called upon them ourselves for assistance, and are taking all steps possible to obtain such a rating as will permit the purchase of necessary supplies and materials.

Yours very truly,

O. C. Yocom

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(53)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

1942 JUL 23 AM 11 02

GC27 55 DL XC=LAGRANDE ORG 23 1047A

HENRY F CABELL CHAIRMAN=

OREGON STATE HIGHWAY COMMISSION=AUDITORIUM PUBLIC

SERIVCE BLDG=PORTLAND ORG=

OUR COMMUNITY VERY MUCH INTERESTED, IN COMPLETION OF CONTRACT ON MIAN HILL AND URGE THAT CONTRACTOR BE REQUIRED TO START WORK IMMEDIATELY OTHERWISE WILL BE UNABLE TO COMPLETE IN TIME FOR PROPER OILING RESULTS. THIS PARTICULAR SECTION VERY UNSATISFACTORY FOR WINTER AND WET WEATHER TRAVEL AND SINCERELY HOPE ARRANGEMENTS WILL BE MADE FOR IMMEDIATE ACTION=

:LAGRANDE CHABER OF COMMERCE=

FILED WITH STATE
HIGHWAY COMM. ON
July 23, 1942
By _____

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
JUL 8 1942
FOR FILING

21-1111

July 7, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Priorities

Please consider this as our request for an extension of time on Preference Rating Order No. P-19-e, Serial No. 204-8, which expired June 30, 1942.

Information concerning the Roswell Rough-Follett Ranch Section of the Wallowa Lake Highway, Oregon State Highway Commission Contract No. 2483, the only project covered by this order, is as follows:

1. Original Preference Rating Order No. P-19-e, Serial No. 204-8.

2. Construction on the project started June 19, 1941.

3. The project is approximately 90 per cent complete as of June 30, 1942.

4. The estimated completion date for work on the project is October 31, 1942. Specified completion date for the work was May 31, 1942. The contractor gives the following reasons for not completing the work within the time specified.

"The urgent need for our construction equipment on defense projects caused by the expansion of defense projects under contract and after the award of this project was made. The inability to secure new construction equipment. The unusual short working season on this particular project because of weather."

5. No extensions of the existing preference rating order has been made to date.

6. Priority assistance will be required for replacement and repair parts for equipment as repair parts cannot be obtained using a preference rating of A-10 assigned by Preference Rating Order No. P-100. A list of these parts is as follows:

Belting of Various Sizes	$1,200.00
Belt Fasteners	120.00
Steel Cable, Various Sizes	400.00
5/8 cubic yards Bucket Teeth	100.00
High Abrasion Iron Sheets	300.00
Mild Steel Plate	400.00
Screen Cloth	400.00
Electric Welding Rod	750.00
Nails and Spikes	50.00
Bolt Stock, Nuts, Washers, Cap Screws	250.00
Ford Truck Parts	360.00
Chevrolet Truck Parts	1,265.00
Lorain Shovel Parts	750.00
A-E 99 Grader Parts	750.00
A-E 10 Ton Roller Parts	600.00
Gasoline	2,200.00
Oil	650.00
Greases	325.00
Tires, Trucks Graders, Etc.	1,650.00
Total	$13,520.00

Very truly yours,

R. H. Baldock
Chief Engineer

GAO 26
cc Public Roads Administration (3)
C. A. Gardner

RECEIVED
JUL 6 1942
FOR FILING

31-1111

July 2, 1942

Leonard & Slate,

Multnomah, Oregon.

Gentlemen:

On June 12, 1941, the Highway Commission awarded to Leonard & Slate State Highway Contract No. 2483, which called for the construction of 2.78 miles of grading, surfacing and oiling on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway in Union County. The completion date fixed in the contract was May 31, 1942.

It appears that the grading work has been practically completed as of June 10, 1942, but no attempt has been made by the contractors to do any of the surfacing or oiling work, and it is well known that the season during which oiling work can be performed with satisfactory results does not in that part of the State extend much beyond October first.

The Highway Commission had this contract and matters related thereto under discussion at its last meeting and instructed me to advise you and your surety that the oiling and surfacing work must be commenced immediately and prosecuted with diligence so that it can be completed by October 1, 1942.

The State will sustain a loss and the public will be seriously inconvenienced if the work provided for in this contract is not completed within the time fixed in the contract and pursuant to this notice.

Will you please give this action on the part of the Commission the consideration to which it is entitled so that it will not be necessary for the Commission to pursue or adopt measures or remedies which the contract provides.

Yours very truly,

State Highway Engineer

HHB:PW
JMC

cc Great American Indemnity Co.

Information re Boswell Ranch - Follett Ranch Project

2.78 miles, grading, surfacing and oiling

Boswell Ranch - Follett Ranch Section

Wallowa Lake Highway

Union County

Contractor - Zenoni & Slate
Multnomah, Oregon

Partnership - Chas H. Zenoni
Fred H. Slate

Surety - Great American Indemnity Co.

Agent - Harry Wells - Reed Insurance Agency.

Contract No. - 2483

Date of Award - June 12, 1941

Specified date of completion - May 31, 1942

Contract Amount - 86,611 ~~=~~

Grading work is practically completed as of June 10, 1942

No attempt made as yet to start surfacing construction and oiling work.

Amount earned to June 10, 1942 - $44,109.95

Amount paid to contractor - $39,698.95

Season during which oiling work can be performed will be over about October 1, 1942

It is almost too late now to complete the work by October 1, 1942.

July 1, 1942

RECEIVED
JUN 10 1942
FOR FILING

31-1111

#2483

June 8, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Boswell Ranch-Follet Ranch Section
FAP 5

On June 12, 1941, we awarded a contract to Leonard & Slate of Baltimmah, Oregon, for grading and surfacing 2.78 miles of the Wallowa Highway in Union County.

The contractors have completed the grading work and installation of drainage facilities and are ready to start producing rock for the surfacing to be done under the contract.

They report that the A-7 preference rating assigned this project by Limited Preference Rating Order No. P-19-e, Serial No. 204-E, will not secure delivery of materials and repair parts needed to recondition and set up their crushing plant. We are enclosing seven PD-1A applications for preference ratings higher than A-7 which will secure delivery of the material needed to make the plant setup.

Due to minor line changes, traffic must use a part of the new roadbed and a part of the existing roadway. This is a very unsatisfactory condition, and we would like to complete the project as soon as possible.

Will you please give these applications your immediate attention.

Very truly yours,

R. H. Baldock
Chief Engineer

GAG:BS
Enclosure
cc C. A. Gardner

RECEIVED
JUN 2
FOR FILING

51-VIII

Charge to the account of OREGON STATE HIGHWAY COMMISSION $

File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

A. N. WILLIAMS, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 1, 1942

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

MR. G. C. YOCOM
902 EAST ELEVENTH STREET
MC MINNVILLE, OREGON

IN REFERENCE TO OUR CONFERENCE MAY 28 CONCERNING APPLICATION FOR PREFERENCE RATING FOR CONTRACT 2483. CANNOT MAKE APPLICATION UNTIL WE RECEIVE LIST OF PARTS AND MATERIALS YOU REQUIRE. PLEASE SUBMIT THIS INFORMATION AS SOON AS POSSIBLE.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

CAS CH
CC C. A. GARDNER
AUDITOR
CONFIRMATION

RECEIVED
JUN 2 1942
FOR FILING

RECEIVED
JUL 1 1941
FOR FILING

31-1111

July 1, 1941

Lockard & Slate
Multnomah, Oregon

Dear Sirs:

We are sending you today by express one fully executed copy of Contract No. 2483 which was awarded to you on June 12, 1941, by the State Highway Commission covering the Boswell Ranch-Pellett Ranch Section of the Wallowa Lake Highway in Union County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 1 1941
FOR FILING

31-1111

July 1, 1941

Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 2483 which was awarded to Lecmard & Slate by the State Highway Commission on June 12, 1941, on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway in Union County.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

04

Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 18 1941
FOR FILING

31-1111

June 17, 1941

Leonard & Slate
Multnomah
Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2483, which was awarded to you by the State Highway Commission on June 12, 1941, covering the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway in Union County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts for hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING

31-1111

June 14, 1941

Leonard & Slate
Multnomah, Oregon

Gentlemen:

The State Highway Commission on June 12, 1941, awarded you the contract for 2.78 miles grading, surfacing and oiling on the Boswell Ranch-Follett Ranch Section of the Wallowa Lake Highway, in Union County. This award was based on your low bid of $86,611.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc S. H. Probert
C. S. Persons

4-1111 Gearhart-Seaside Sec.
Oregon Coast Highway 1941

2485 Oiled Footpath

RECEIVED
FEB 27 1942
FOR FILING
4-1111

February 17th, 1942

FINAL COST ANALYSIS

Gearhart-Seaside
Contract No. 2485

Oiled Footpath

Oregon Coast Highway
Prefix 4-1111

Jed Wilson, Contractor
L. D. Mars, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$815.03					$700.00
Str. Excavation, Unclass.	23.95	27.1	Cu. Yd.	$0.88	$1.00	27.10
Borrow Excavation, Unclass.	1,680.65	5,316.6	" "	0.32	0.60	3,189.96
General Excavation, Unclass.	1,011.11	1,820	" "	1.23	0.40	328.00
Rock Embankment in Place	354.36	478.7	" "	0.74	2.00	957.40
Finishing Roadbed & Slopes	340.41	2.15	Miles	158.33	200.00	430.00
9" Corr. Metal Pipe	59.79	40	Lin. Ft.	1.49	1.50	60.00
8" Conc. Drain	" 133.32	200	" "	0.67	0.50	100.00
3/4"-0" Mat'l in Footpath	1,161.77	670.5	Cu. Yd.	1.74	2.00	1,341.00
Furnish & Place Min. Agg.	503.08	183	" "	2.74	2.50	457.50
Furnish & Place Bit. Cem.	812.59	18.9	Tons	42.99	40.00	756.00
	$6,896.06					$8,346.96

Gross Revenue	$8,346.96
Total Cost	6,896.06
Net Profit	$1,450.90

Net Profit Equals 17.5% of Gross Revenue

NOTED
State Highway Engineer

Gearhart-Seaside

Detail of Cost

Labor:

Supervision - Jed Wilson	$500.00	
Labor	2,079.50	
State Industrial Accident Insurance	51.99	
Social Security & Unemployment Insurance	83.18	
		$2,714.67

Materials:

9" Corr. Iron Pipe	40 lin. ft. at $0.94	$37.72	
8" Conc. Drain Tile	200 " " " 0.40	80.00	
3/4"-0 Cr. Gravel Del. on Job	670.5 cu. yd. at 1.25	838.13	
Mineral Aggregate Del. on Job	183 " " " 1.30	237.90	
Heavy Gasco Tar	18.9 tons " 12.00	226.80	
			1,420.55

Equipment Rental & Misc. Supplies:

Equipment Rental	$826.32	
Hired Trucks (Not inc. drivers)	729.30	
Gas, Oil & Grease	208.10	
Misc. Supplies & Small Tools	84.60	
Placing Bituminous Cement	557.55	
Public Liability Insurance	20.80	
Bond	83.54	
Office Overhead	250.63	
		2,760.84
		$6,896.06

Gearhart-Seaside

Remarks:

This contract, which required the grading and oiling of a footpath, was bid on June 13th, 1941, started on June 19th, and completed on September 2nd, 1941.

The clearing contained 2½ acres of heavy brush and small spruce trees, but as most of the area was covered by a fill, not much grubbing was required. The clearing work was done with hand labor and a small cat and dozer worked for 13 hours on grubbing. The work cost $326.00 per acre, and the bid price averaged $280.00 per acre.

Borrow material was secured from a sand dune adjacent to the highway and was hauled an average of 2 miles. The contractor stripped the pit and later replaced the topsoil, using a cat and dozer for the operation. A new ½-yard Unit shovel was used for loading, and an average of 83 cu. yd. per hour was placed in the fill. Three hand laborers spread the material on the fill. As there was very little shrinkage on the material, the contractor made a nice profit on the $0.60 bid.

General excavation consisted of light cuts, and the bid included the hauling. Shovel and trucks, cat and dozer and hand labor were all used for this work, but the quantity was too small for efficient work, and a loss was taken on this item. The rock embankment material was dug from Peterson's Point 4 miles from the south end of the job and was loaded by the shovel without drilling or shooting.

The oiling work was done by McKenzie who hauled the oil from Portland by transport truck. The 3/4"-0" crushed gravel for the footpath and the oil aggregate were furnished by the contractor's commercial plant situated 1 mile from the south end of the job.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
NOV 21 1941
FOR FILING

4-1111

November 19, 1941

Mr. Jed Wilson
Ecola Route 2
Seaside, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 17, 1941, granted you the extension of time requested from August 31 to September 2, 1941, without penalty, in connection with contract No. 2485 for construction of an oiled rock footpath on the Oregon Coast Highway between Gearhart and Seaside, in Clatsop County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

cc - F. D. Hamm

RECEIVED
NOV 17 1941
FOR FILING

4-111

November 15, 1941

American Surety Company
725 Yeon Building
Portland, Oregon

Gentlemen:

In accordance with your letter of November 13, this will advise that Mr. Jud Wilson's contract No. 2481 for construction of oiled footpaths on the Gearhart-Seaside Section of the Oregon Coast Highway, was completed September 2, 1941, and accepted by the Highway Commission October 17, 1941.

There has been paid to date the amount of $7,604.86, and the retained percentage is $750.00. The final calculations have not yet been checked so, of course, the total amount earned under the contract is not available at this time.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HO/ms

COMPANY'S
HOME OFFICE BUILDING

RECEIVED
NOV 14 1941

American Surety Company
of New York

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD

A. F. LAFRENTZ
PRESIDENT

K. F. WARRACK, MANAGER
W. A. KING, ASSISTANT MANAGER
OWEN D. WEST, SPECIAL AGENT

BRANCH OFFICE METROPOLITAN DISTRICT

522 S. W. FIFTH AVENUE

TELEPHONE AT 9438

PORTLAND, OREGON
November 13, 1941

Re: 621415-K - Jed Wilson

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

Referring to Contract #2485, Jed Wilson, Seaside, Oregon, for 2.15 miles oiled rock footpath on the Gearhart-Seaside Section of the Oregon Coast Highway in Clatsop County, we shall appreciate your informing us if the Contract has been accepted by the Commission.

In the event of the completion and acceptance of the Contract, may we, also, request that you inform us the amount paid Mr. Wilson for work performed thereunder and oblige.

Yours very truly,

W. A. KING
ASST. MANAGER

WAK:DL

Form E-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 20, 1941, 19

Section Gearhart — Seaside

Highway Oregon Coast

Contractor Jed Wilson

Date of contract June 15, 1941, 19

Date work started June 19, 1941, 19

Amount of contract . . . . . $ 7,865.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 9,759.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 680.00, %

Kind of work Oiled Rock Footpath

Section prefix 4-1111

Contract number 2485

Date of completion August 31, 1941, 19

Estimated date of completion , 19

Per cent of time elapsed %

Date project was completed Sept. 2, 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Working on finals.

NOTED PAY VOUCHER

NOTED
E. M. BOOTH

RECEIVED
SEP 22 1941
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
SEP 22 1941
OFFICE OF
DIVISION ENGINEER

Signed L. D. Mars

Address Astoria

(Engineer)

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week. Retain duplicate copy for your own file

NOTED
VAN SCOY

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				2.15	
Miles partially completed					
Miles completed	All			All	
Total estimated quantities	6,200 c.y.			6,200 s.y.	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 18 1941
FOR FILING

4-1111

September 17, 1941

American Surety Company of New York
W. A. King, Asst. Manager
522 S. W. 5th Avenue
Portland, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of September 16 and advise that contract No. 2485 with Jed Wilson, for construction of oiled footpaths on the Gearhart-Seaside Section of the Oregon Coast Highway in Clatsop County, was completed September 2, 1941, and has not yet been accepted by the Commission.

Mr. Wilson has been paid the amount of $4,545.00 for work performed to August 15, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:HS

NOTED
D. Dolbert

COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York

RECEIVED
SEP 17 1941
OREGON
STATE HIGHWAY COMMISSION

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD
A. F. LAFRENTZ
PRESIDENT

WILLIAM J. LYONS, RESIDENT VICE-PRESIDENT
K. F. WARRACK, MANAGER
W. A. KING, ASSISTANT MANAGER
OWEN D. WEST, SPECIAL AGENT

BRANCH OFFICE METROPOLITAN DISTRICT
522 S. W. FIFTH AVENUE
TELEPHONE AT 9438

PORTLAND, OREGON

Re: 621415-K - Jed Wilson

September 16, 1941

H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

In connection with Contract 2485, Jed Wilson, for 2.15 Mi. Oiled Rock Footpath on the Gearhart-Seaside Section on the Oregon Coast Highway in Clatsop County, we understand the work has now been completed.

We shall appreciate if if you will inform us the date the contract was completed and the amount paid to Jed Wilson under this Contract.

Very truly yours,

W. A. KING
ASST. MANAGER

WAK:DH

REFERRED TO
NOTED
H. B. GLAISYER
BY SECRETARY

REFERRED TO
Delsart
BY SECRETARY

RECEIVED
JUL 1 1941
FOR FILING

4-1111

July 1, 1941

Mr. Jed Wilson
Route 5
Seaside, Oregon

Gentlemen:

We are sending you today by express to Seaside one fully executed copy of Contract No. 2485 which was awarded to you on June 13, 1941 by the State Highway Commission covering the Gearhart-Seaside Section of the Oregon Coast Highway in Clatsop County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Will you please make arrangements to get this copy from the express office in Seaside.

Yours very truly,

GA Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 30 1941
FOR FILING

Collins Concrete and Steel Pipe Co.

4-1111

June 28, 1941

Collins Concrete & Steel Pipe Co.
3901 N. Columbia Boulevard
Portland, Oregon

Gentlemen:

This will acknowledge receipt of your letter of June 26th and advise that Contract No. 2485 for construction of oiled rock foot paths on the Gearhart-Seaside Section of the Oregon Coast Highway in Clatsop County in the amount of $7,865 was awarded to Jed Wilson, Route 5, Seaside, Oregon.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EGD:CA

"PERMANENT AS THE PYRAMIDS"

Pyramid CONCRETE PRODUCTS

RECEIVED
JUN 27 1941
STATE HIGHWAY COMMISSION

J. L. COLLINS, PRESIDENT
UNIVERSITY 0605

Collins Concrete and Steel Pipe Co.

3901 N. COLUMBIA BOULEVARD
PORTLAND, OREGON

CONCRETE SEWER,
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
AIR CONDITIONING
(OIL BURNING) FURNACES

June 26, 1941.

Oregon State Highway Dept.,
Salem, Oregon.

Gentlemen:

We would appreciate information as to the address, P.O. Box or location of Mr. J. W. Wilson, who is low bidder on the Gearhart-Seaside Section of the Oregon Coast Highway in Clatsop County.

Thanking you, we remain,

Yours very truly,

COLLINS CONCRETE AND STEEL PIPE CO.,
Frank Spaulnick

F. Spaulnick.

FS:JH

RECEIVED
LY SECTION

RECEIVED
JUN 18 1941
FOR FILING
4-1111

June 17, 1941

Mr. Jed Wilson
Seaside
Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2485, which was awarded to you by the State Highway Commission on June 13, 1941, covering the Gearhart-Seaside Section of the Oregon Coast Highway in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING

4-1111

June 14, 1941

Mr. Joe Wilson
Route
Seaside, Oregon

Dear Sir:

The State Highway Commission on June 13, 1941, awarded you the contract for 2.15 miles of oiled rock footpath on the Gearhart-Seaside Section of the Oregon Coast Highway, in Clatsop County. This award was based on your low bid of $7,865.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - S. H. Probert
C. E. Pumam

RECEIVED
SEP 3 - 1940
FOR FILING

HESSE & FRANCISCOVICH
Attorneys at Law
SUITE 403–SPEXARTH BLDG.
ASTORIA, OREGON

FRANK C. HESSE
F. M. FRANCISCOVICH

Gearhart

RECEIVED
AUG 30 1940
STATE ... COMMISSION

August 29, 1940

State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of the citizens of the Cities of Gearhart and Seaside, and particularly on behalf of Mrs. Charles Miller of Gearhart, who was the sponsor of the project for the construction by your Commission of a pedestrian lane from Gearhart to Seaside, I wish to take this opportunity to express their sincere appreciation of the favorable consideration given them with reference to their application for the construction of a pedestrian path.

You can rest assured that all of the citizens of Seaside and Gearhart are very thankful for your favorable consideration of this matter and they sincerely hope that you will find it advantageous to construct this path prior to the summer season of 1941 and, if possible, late in the fall of this year so as to give the school children of the two communities the use of this much needed pedestrian path.

Yours truly,

F. M. Franciscovich

FMF:c

file

NOTED
Asst. State Highway Engineer

August 28, 1940

Mr. F. M. Frantisevich
Spearish Building
Astoria, Oregon

Dear Mr. Frantisevich:

Reference is made to our previous correspondence in reference to the pedestrian path between Seaside and Gearhart. On July 27, I addressed a communication to you advising that Mr. Bagley was preparing a report covering this project, together with a number of others, and that the matter would be presented to the Highway Commission at the earliest possible date.

I am now pleased to inform you that the matter had the attention of the Highway Commission at its meeting on August 22, and the Commission authorized the construction of a sidewalk between these points, in accordance with your request. The Commission, however, felt that contract for this work should not be let until such time as it was possible to combine it with other work of similar character in this vicinity as it represents a rather small and isolated construction project for which unit bid prices are generally high.

This department will proceed to work up plans and specifications for the project, and will try to get it under contract as soon as possible during the coming season.

Very truly yours,

C. H. McCullough
Assistant Chief Engineer

CHM:AP

cc Mr. H. G. Smith
Mr. H. B. Glasgow

2-5

August 14, 1940

Sidewalk between Gearhart
and Seaside

Mr. H. O. Smith

The Commission authorized construction of a sidewalk between Seaside and Gearhart (estimated cost $6,000); however, they want to defer construction until we have another contract in that vicinity.

C. B. McCullough

cc Mr. Beakey

Form E-30—Revised—8M—1-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

2-5
8-23-40

August 21, 1940

Subject:

To:

C. B. McCullough

Herewith the supplemental report on the request for a sidewalk between Gearhart and Seaside on US101.

This supplemental report is made pursuant to instructions and includes a discussion of additional counts which were made in July of this year.

I am recommending the construction of a footpath.

Traffic Engineer

JB:JJ

cc F. D. Eason

SUPPLEMENTAL REPORT ON

REQUEST FOR CONSTRUCTION OF A SIDEWALK

BETWEEN GEARHART AND SEASIDE

Under date of October 30, 1939, a report was made in regard to the requested construction of a footpath or sidewalk between Gearhart and Seaside on US101. That report went into some detail as to the number of accidents that had occurred on the section and discussed the volume of pedestrian traffic based on counts made on Thursday, October 19, 1939 at three points on the section. Because of the fact that the section of highway in question is located in a summer recreation area it was decided not to take any definite action in regard to the construction of a sidewalk until additional counts of pedestrian traffic could be made during the summer months when pedestrian traffic would be expected to be at its greatest.

Additional counts were therefore made on Thursday, Saturday, and Sunday, July 18, 20, and 21, 1940, respectively. Summaries and flow diagrams of the latter counts are attached hereto. The various pedestrian movements may be ascertained from the pedestrian summary sheets, but a summary of the most pertinent information is given in the following table in which US101 is considered to run from north to south and in which the count made on Thursday, October 19, 1939, is compared with the counts made in July 1940. Station 4-24 is located about three miles north of Seaside at the northerly entrance to Gearhart. Station 4-231 is located at the southerly entrance to Gearhart, and Station 4-15 is located at the north end of the Neawanna Creek Bridge at the north city limits of Seaside.

Summary of Pedestrian Counts between Gearhart and Seaside		Thursday 7/18/40	Thursday 10/19/39	Saturday 7/20/40	Sunday 7/21/40
Station 4-24	- West Side, North of Station	1	1	1	2
	East Side, North of Station	4	4	2	4
	West Side, South of Station	0	2	2	5
	East Side, South of Station	3	5	5	8
Station 4-231	- West Side, North of Station	0	1	7	6
	East Side, North of Station	9	2	10	7
	West Side, South of Station	11	4	14	6
	East Side, South of Station	5	1	0	4
Station 4-15	- West Side, North of Station	10	2	41	34
	East Side, North of Station	11	1	45	31
	West Side, South of Station	10	5	43	37
	East Side, South of Station	10	0	18	24

It may be seen from the above that there is not an unusually heavy pedestrian movement. The figures given are about average for a summer weekend although it may be possible that they are exceeded at times when special events in the vicinity may induce greater pedestrian traffic.

Under date of July 24, 1940, Mr. F. M. Franciscovich addressed a letter to the Commission in which he urged the construction of a footpath along the section in question. In his letter Mr. Franciscovich wrote as follows:

". . . a great deal more pedestrian traffic would exist between Seaside and Gearhart if there was constructed a pedestrian path along the Oregon Coast Highway. As the matter now stands, there is hardly any family that will permit their children to travel as pedestrians between the two cities realising the tremendous danger on account of the heavy traffic over that particular area of the highway."

This statement is, of course, open to debate because, as stated in my previous report, the shoulders are quite wide and flat so that there is no absolute necessity for pedestrians walking on the pavement even though there is no footpath. However, it is an established fact that the majority of pedestrians on rural highways will not walk on the shoulders or on an inferior footpath when a hard-surfaced roadway is available. Apparently they would rather walk on the hard surface and take a chance on being hit then to take the safer course and walk on a surface that is not as smooth.

The following table is a summary of the vehicular traffic volumes both north and south of each of the stations at which counts were made in July 1940:

Summary of Vehicular Traffic		Thursday 7/18/40	Thursday 10/19/39	Saturday 7/20/40	Sunday 7/21/40
Station 4-24	- North	2939	1572	3072	3926
	South	2878	1526	2968	3799
Station 4-231	- North	4516	1574	3101	2652
	South	6110	1845	4431	3780
Station 4-15	- North	4097	1940	4663	6006
	South	4166	1999	4769	6141

In conclusion wish to say that it is inevitable that a pedestrian accident will occur on this section even though the pedestrian traffic is not unusually heavy. A great part of the vehicular traffic and no doubt a certain portion of the pedestrian traffic is composed of persons on vacation and without doubt this type of driver and pedestrian is more careless than the average.

It is therefore recommended that the path be constructed. I believe that Mr. Smith has made an estimate of cost.

John Bradley
Traffic Engineer

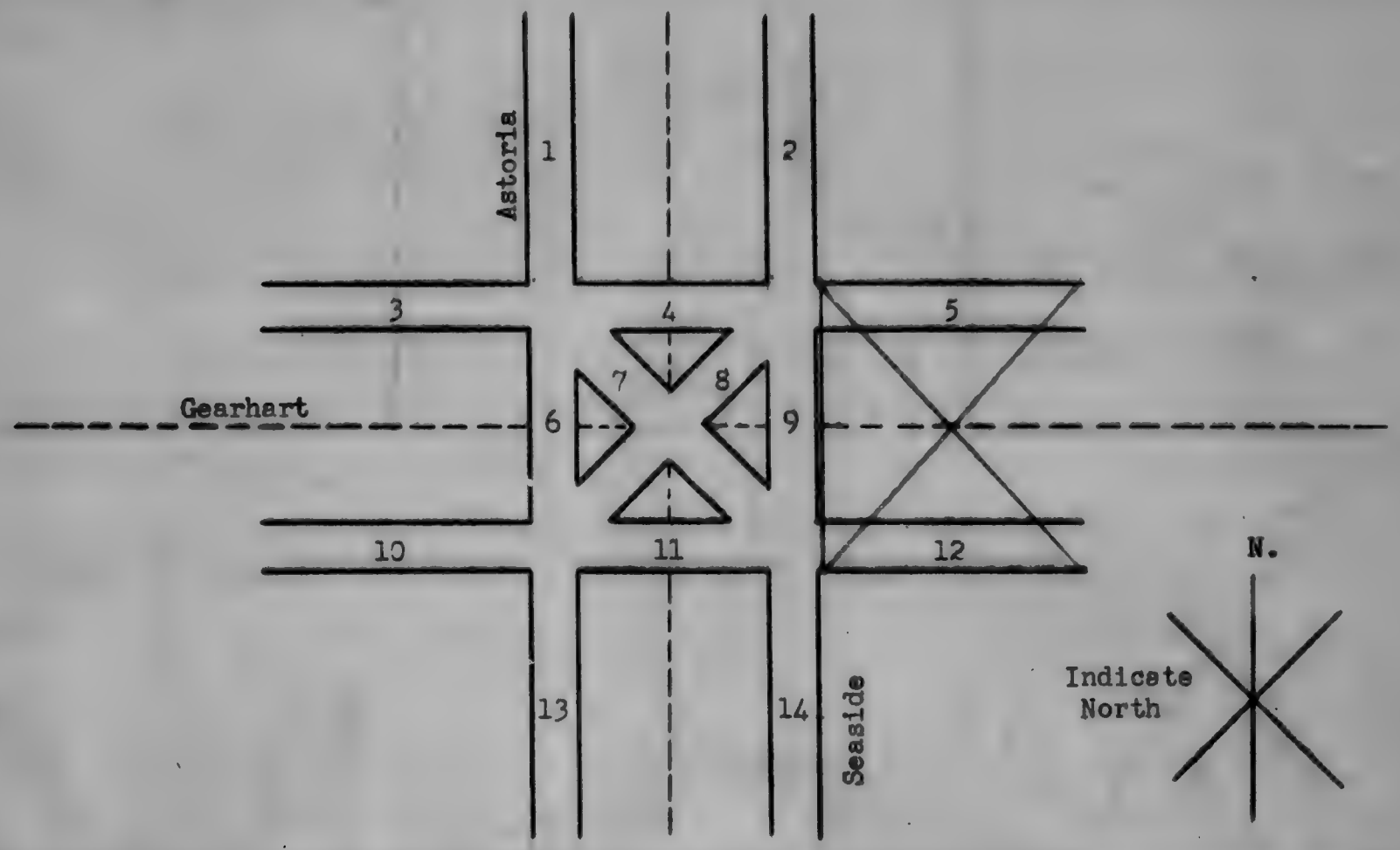
JB:JJ
8/21/40

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PEDESTRIAN SUMMARY SHEET

Date _____July 21, 1940_____
Day of Week_ _Sunday _____
Hours Counted_8 A.M. - 8 P.M._____
Weather: ___Cloudy _____

Station No. _4-24 _____
Location_ On US101 approximately 3 miles
_north of Seaside at northerly entrance _
_to Gearhart. _____



Pedestrian Movement Summary

Movement	No.	Movement	No.	Movement	No.	Movement	No.
11-10	1	3-4	1				
10-11	1						
3-7-14	2						
14-9-2	1						
13-10	3						
14-11-6-3	1						
1-6-13	1						
2-9-14	2						
10-11-14	3						
13-6-1	1						
2-9-11-10	1						

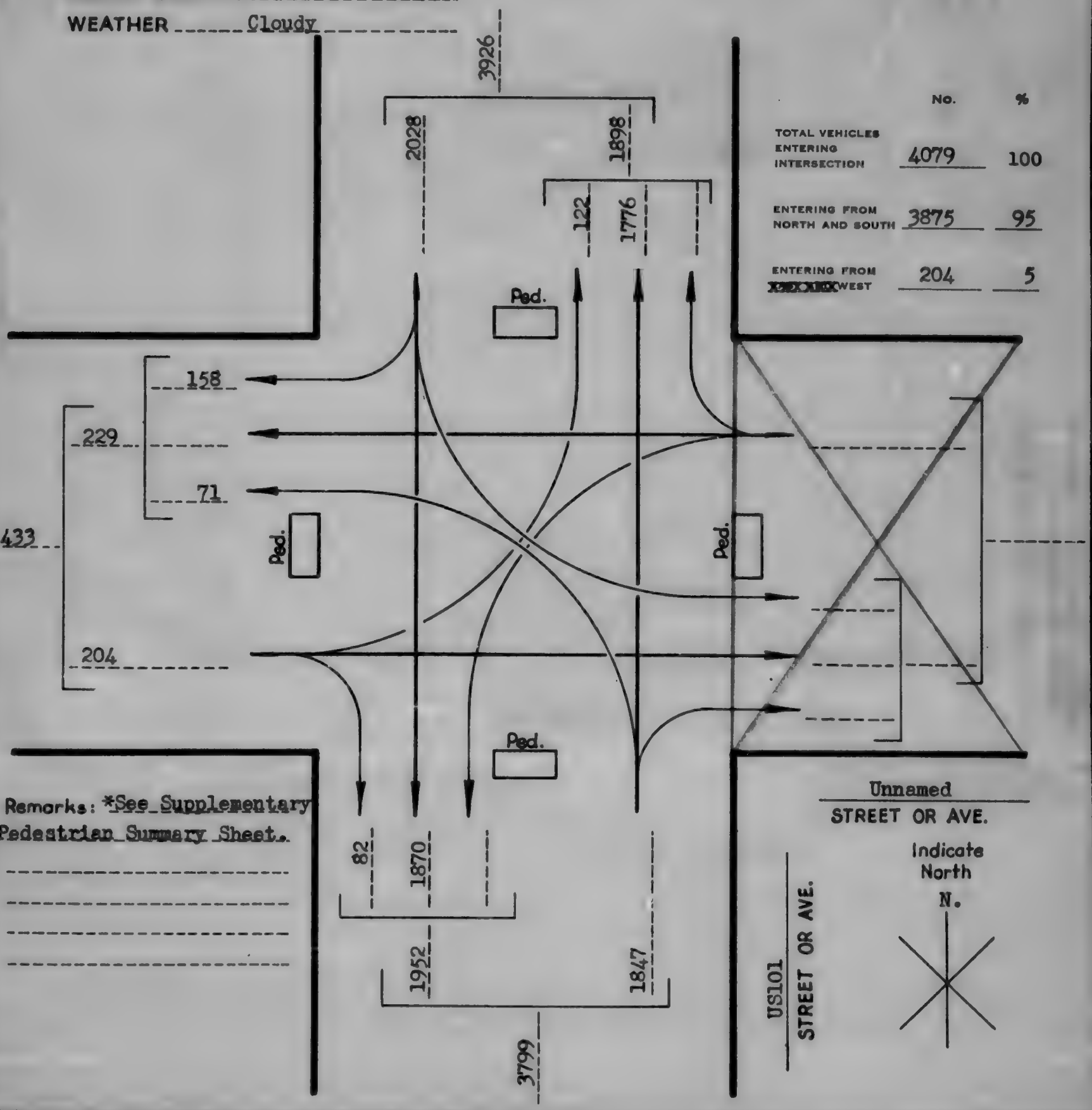
Summary by Lane Numbers

Lane No.	Ped.	Lane No.	Ped.	Lane No	Ped.	Lane No.	Ped.	Lane No.	Ped.
1	2	6	3	11	7				
2	4	7	2	13	5				
3	4	9	4	14	8				
4	1	10	9						

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 21, 1940
DAY OF WEEK Sunday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
PEDESTRIAN COUNT 12 HRS. *
HOURS COUNTED 8 A.M. - 8 P.M.
WEATHER Cloudy

CITY OF Junction of US101 & Northerly
INTERSECTION OF Entrance to Gearhart.
STATION NO 4-24
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	4079	100
ENTERING FROM NORTH AND SOUTH	3875	95
ENTERING FROM ~~XXXXXX~~ WEST	204	5

Remarks: *See Supplementary Pedestrian Summary Sheet.

FORM E-126 SM 4-40

Form E-65—334—6-39

OREGON STATE HIGHWAY COMMI
Traffic Engineering Division

SUMMARY OF TRAFFIC C

Date July 21, 1940
Day of week Sunday
Hours counted 8 A.M. - 8 P.M.
Weather Cloudy

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL		
A.M.	6:00- 7:00															
	7:00- 8:00															
	8:00- 9:00			6	4	33	28					2	2	75	69	92
	9:00-10:00			2	4	55	56					6	3	126	116	92
	10:00-11:00			6	10	101	62					4	4	187	173	93
	11:00-12:00			11	10	149	92					6	6	274	258	93
P.M.	12:00- 1:00			9	4	162	89					6	5	275	265	96
	1:00- 2:00			1	6	162	89					2	5	265	257	97
	2:00- 3:00			11	1	197	134					3	2	348	344	99
	3:00- 4:00			12	6	228	161					5	3	415	404	97
	4:00- 5:00			15	11	175	202					6	4	413	396	96
	5:00- 6:00			15	12	142	261					5	8	443	426	96
	6:00- 7:00			12	8	108	189					6	1	324	310	96
	7:00- 8:00			10	9	114	181					6	6	326	311	9
	8:00- 9:00															
	9:00-10:00															
	10:00-11:00															
	11:00-12:00															
A.M.	12:00- 1:00															
	1:00- 2:00															
	2:00- 3:00															
	3:00- 4:00															
	4:00- 5:00															
	5:00- 6:00															
24-Hour total .				158	122	1870	1776					82	71	4079	3875	9
12-Hour total .				110	85	1626	1544					57	49	3471	3329	9
-Hour total .																
Control . . .																
Factor . . .																

US101 St. is North and South

Unnamed St. is East and West

...TE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Junction of US101 and Northerly
Intersection Entrance to Gearhart
Station number 4-24
Code number

Classification All Vehicles

BY MOVEMENTS												SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
East to West	West to East	East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	North	East	West	South	North	East	West	South
				2	2	75	69	92	6	8	71		14	65	See Supplementary			
				6	3	126	116	92	10	8	117		15	120	Pedestrian Summary			
				4	4	187	173	93	14	7	179		24	171	Sheet.			
				6	6	274	258	93	16	7	262		33	253				
				6	5	275	265	96	10	4	264		24	262				
				2	5	265	257	97	8	3	258		14	258				
				3	2	348	344	99	4	1	343		17	336				
				5	3	415	404	97	11	3	407		26	397				
				6	4	413	396	96	17	4	403		36	387				
				5	8	443	426	96	17	4	430		40	416				
				6	1	324	310	96	14	4	317		27	304				
				6	6	326	311	95	15	5	314		31	307				
				82	71	4079	3875	95	204	5	3926		433	3799				
				57	49	3471	3329	96	142	4	3365		301	3276				

Tabulated by .....

Computed by .....

Checked by .....

Checked by .....

St. is North and South

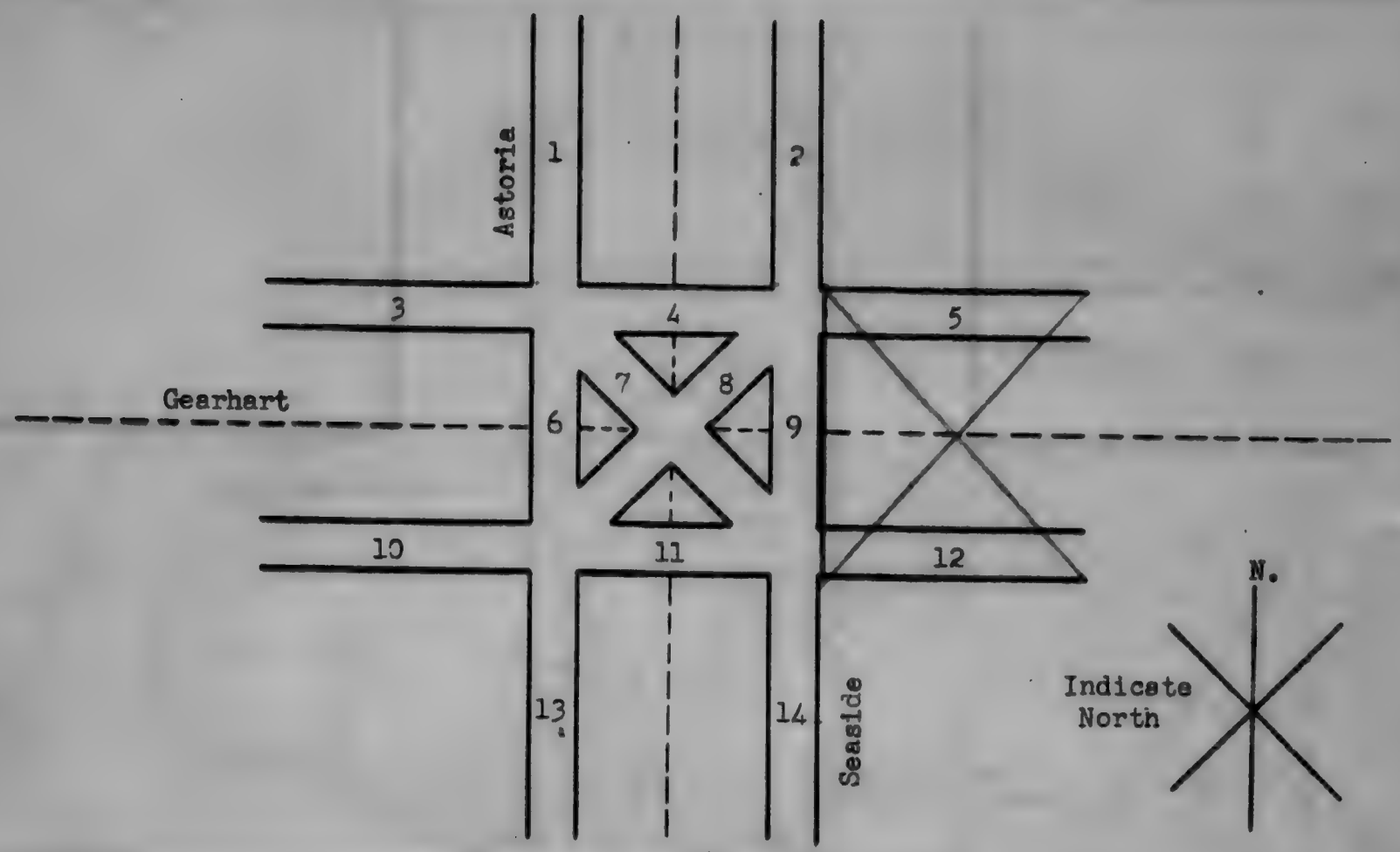
St. is East and West

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PEDESTRIAN SUMMARY SHEET

Date July 20, 1940
Day of Week Saturday
Hours Counted 8 A.M. - 8 P.M.
Weather: Cloudy

Station No. 4-24
Location On US101 approximately 3 miles north of Seaside at northerly entrance to Gearhart.



Pedestrian Movement Summary

Movement	No.	Movement	No.	Movement	No.	Movement	No.
14-11-10	1						
6-13	1						
1-6-13	1						
11-10	2						
2-9-14	1						
14-9-2	1						
14-7-3	2						

Summary by Lane Numbers

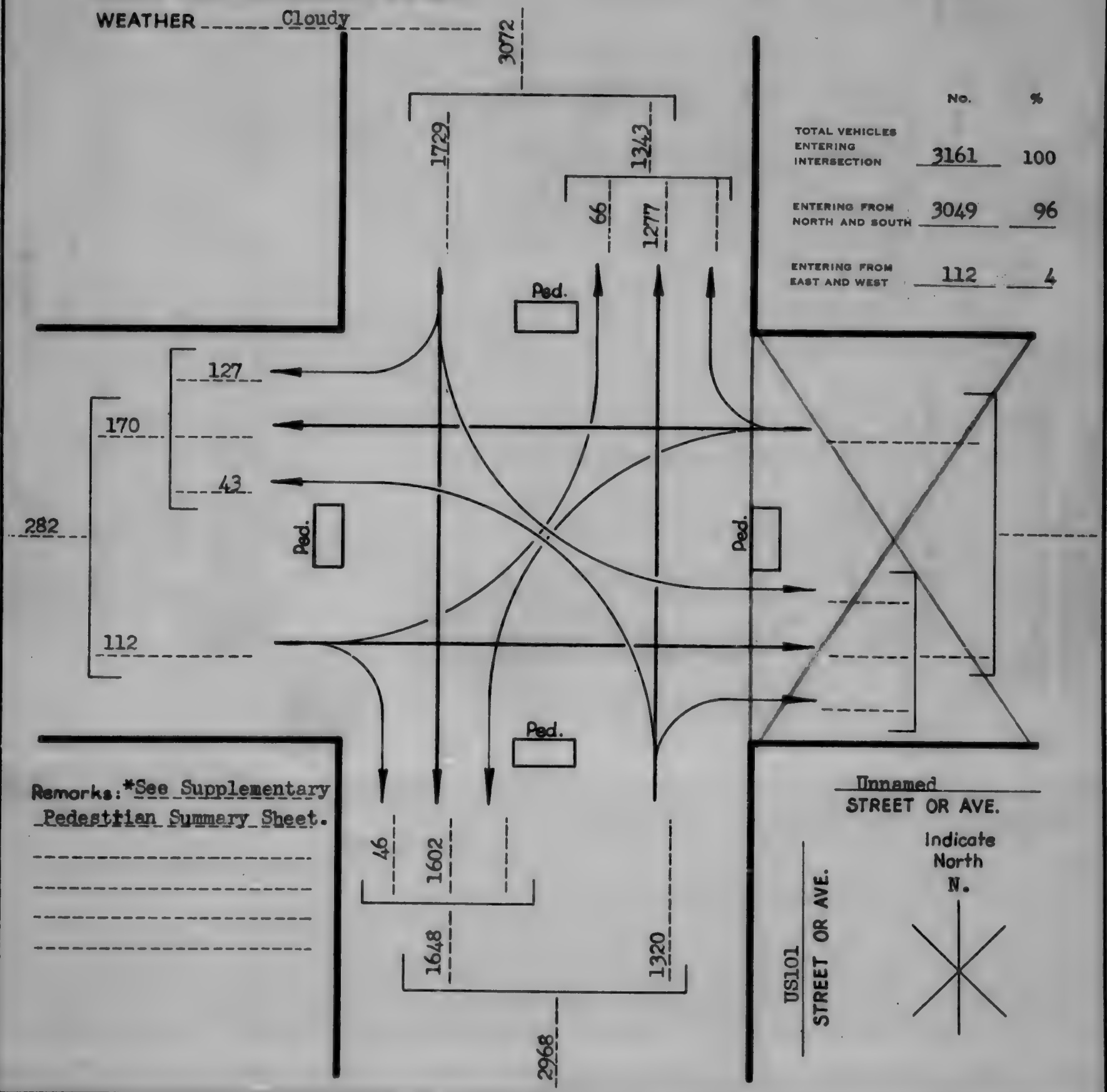
Lane No.	Ped.	Lane No.	Ped.	Lane No	Ped.	Lane No.	Ped.	Lane No.	Ped.
1	1	7	2	13	2				
2	2	9	2	14	5				
3	2	10	3						
6	2	11	3						

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 20, 1940
DAY OF WEEK Saturday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
PEDESTRIAN COUNT 12 HRS.*
HOURS COUNTED 8 A.M. - 8 P.M.
WEATHER Cloudy

CITY OF Junction of US101 and Northerly
INTERSECTION OF Entrance to Gearhart &
STATION NO 4-24
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	3161	100
ENTERING FROM NORTH AND SOUTH	3049	96
ENTERING FROM EAST AND WEST	112	4

Remarks: *See Supplementary Pedestrian Summary Sheet.

FORM E-126 SM 4-40

Form E-46—20M—6-30

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date July 20, 1940
Day of week Saturday
Hours counted 8 A.M. - 8 P.M.
Weather Cloudy
Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From [redacted] West	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00– 7:00																	
	7:00– 8:00																	
	8:00– 9:00			6	5	36	59					0	2	108	103	95	5	
	9:00–10:00			1	1	63	88					1	4	158	156	99	2	
	10:00–11:00			4	5	80	114					2	1	206	199	97	7	
	11:00–12:00			5	3	83	92					0	3	186	183	98	3	
P.M.	12:00– 1:00			2	4	110	72					2	3	193	187	97	6	
	1:00– 2:00			13	6	110	87					6	2	224	212	95	12	
	2:00– 3:00			10	4	131	91					5	2	243	234	96	9	
	3:00– 4:00			10	3	125	79					7	2	226	216	96	10	
	4:00– 5:00			9	8	129	107					5	4	262	249	95	13	
	5:00– 6:00			11	2	126	71					2	4	216	212	98	4	
	6:00– 7:00			6	5	114	66					0	2	193	188	97	5	
	7:00– 8:00			18	3	116	49					4	3	193	186	96	7	
	8:00– 9:00																	
	9:00–10:00																	
	10:00–11:00																	
	11:00–12:00																	
A.M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
24-Hour total .				127	66	1602	1277					46	43	3161	3049	96	112	
12-Hour total .				95	49	1223	975					34	32	2408	2325	97	83	
-Hour total .																		
Control . . .																		
Factor . . .																		

US101 St. is North and South

Unnamed St. is East and West

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OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Junction of US101 & Northerly
Intersection Entrance to Gearhart
Station number 4-24
Code number

Classification All Vehicles

East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From [illegible] West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
		0	2	108	103	95	5	5	106		13	97	See Supplementary			
		1	4	158	156	99	2	1	153		7	156	Pedestrian Summary			
		2	1	206	199	97	7	3	203		12	197	Sheet.			
		0	3	186	183	98	3	2	183		11	178				
		2	3	193	187	97	6	3	188		11	187				
		6	2	224	212	95	12	5	216		27	205				
		5	2	243	234	96	9	4	236		21	229				
		7	2	226	216	96	10	4	217		22	213				
		5	4	262	249	95	13	5	253		26	245				
		2	4	216	212	98	4	2	210		19	203				
		0	2	193	188	97	5	3	191		13	182				
		4	3	193	186	96	7	4	186		28	172				
		46	43	3161	3049	96	112	4	3072		282	2968				
		34	32	2408	2325	97	83	3	2342		210	2264				

South

West

Tabulated by .....

Computed by .....

Checked by .....

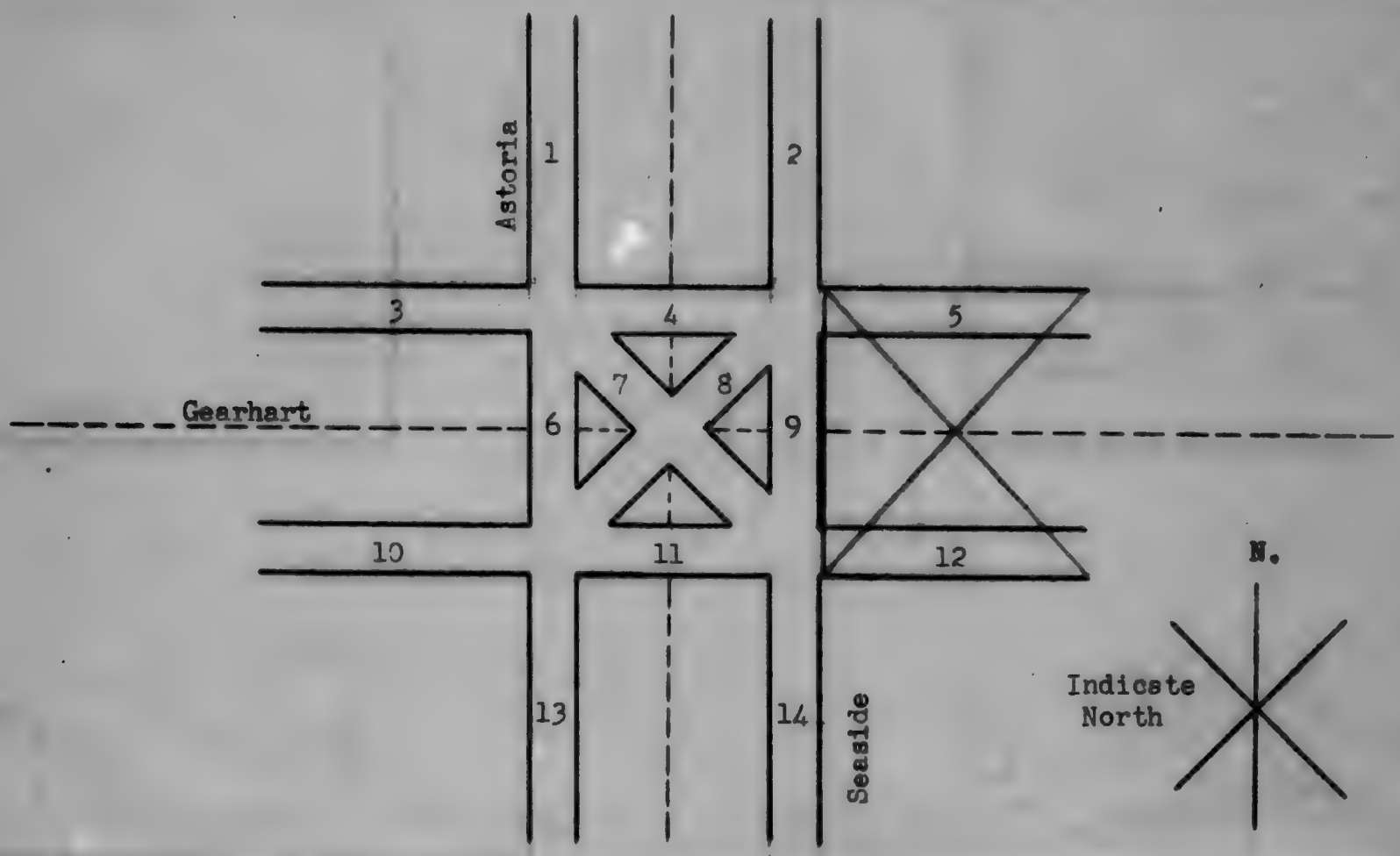
Checked by .....

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PEDESTRIAN SUMMARY SHEET

Date July 18, 1940
Day of Week Thursday
Hours Counted 8 A.M. - 8 P.M.
Weather: Clear

Station No. 4-24
Location On US101 approximately 3 miles north of Seaside at northerly entrance to Gearhart.



Pedestrian Movement Summary

Movement	No.	Movement	No.	Movement	No.	Movement	No.
11-10	1						
3-1	1						
2-9-14	1						
14-9-2	1						
10-11-14	1						
10-11-9-2	2						
9-11	1						

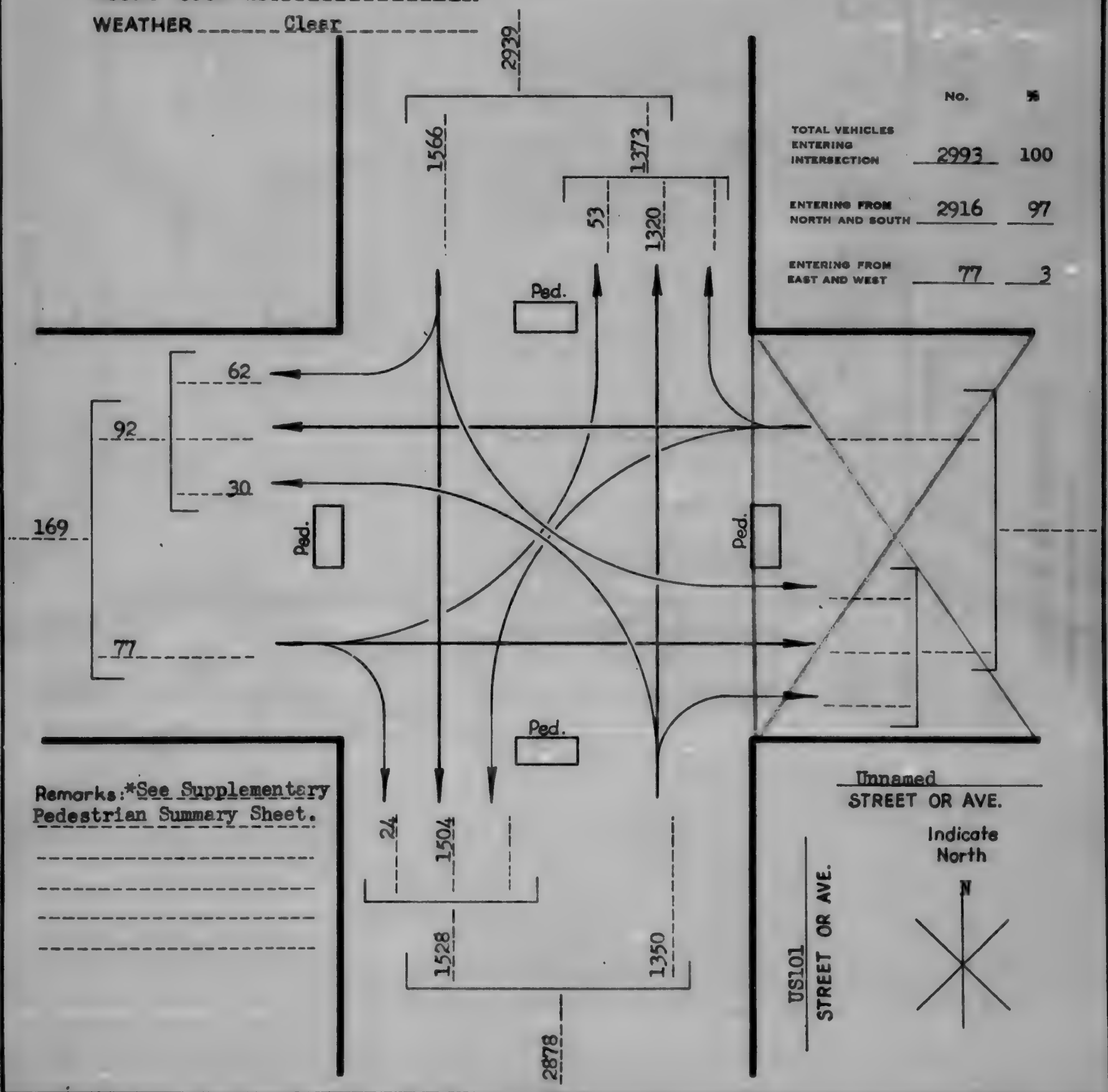
Summary by Lane Numbers

Lane No.	Ped.	Lane No.	Ped.	Lane No	Ped.	Lane No.	Ped.	Lane No.	Ped.
1	1	10	4						
2	4	11	5						
3	1	14	3						
9	5								

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 18, 1940
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
PEDESTRIAN COUNT 12 HRS. *
HOURS COUNTED 8 A.M. - 8 P.M.
WEATHER Clear

CITY OF Junction of US101 & Northerly Entrance to Fearhart.
INTERSECTION OF
STATION NO 4-24
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	2993	100
ENTERING FROM NORTH AND SOUTH	2916	97
ENTERING FROM EAST AND WEST	77	3

Remarks: *See Supplementary Pedestrian Summary Sheet.

FORM E-126 BM 4-40

Form E-40—OSC—6-39

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: July 18, 1940
Day of week: Thursday
Hours counted: 8 A.M. - 8 P.M.
Weather: Clear
Classification: All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00																	
	7:00- 8:00																	
	8:00- 9:00			4	6	55	76					3	2	146	137	94	9	6
	9:00-10:00			4	2	73	81					0	0	160	158	99	2	1
	10:00-11:00			4	7	95	83					0	1	190	183	96	7	4
	11:00-12:00			7	1	85	93					2	4	192	189	98	3	2
P.M.	12:00- 1:00			3	5	101	95					1	1	206	200	97	6	3
	1:00- 2:00			4	3	103	87					1	0	198	194	98	4	2
	2:00- 3:00			2	4	115	87					1	3	212	207	98	5	2
	3:00- 4:00			8	4	109	88					3	3	215	208	97	7	3
	4:00- 5:00			5	2	101	110					1	2	221	218	99	3	1
	5:00- 6:00			1	1	121	94					1	1	219	217	99	2	1
	6:00- 7:00			1	3	112	58					1	3	178	174	98	4	2
	7:00- 8:00			4	3	78	56					4	3	148	141	95	7	5
A.M.	8:00- 9:00																	
	9:00-10:00																	
	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
24-Hour total .				62	53	1504	1320					24	30	2993	2916	97	77	3
12-Hour total .				47	41	1148	1008					18	23	2285	2226	97	59	3
-Hour total .																		
Control . . .																		
Factor . . .																		

Tabulated
Computed
Checked
Checked

US101 St. is North and South

Unnamed St. is [redacted] West

[redacted] PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Junction of US101 & Northerly
Intersection Entrance to Gearhart
Station number 4-24
Code number

Classification All Vehicles

East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From [illegible] West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
		3	2	146	137	94	9	6	141		15	136	See Supplementary			
		0	0	160	158	99	2	1	160		6	154	Pedestrian Summary			
		0	1	190	183	96	7	4	189		12	179	Sheet.			
		2	4	192	189	98	3	2	186		14	184				
		1	1	206	200	97	6	3	204		10	198				
		1	0	198	194	98	4	2	197		8	191				
		1	3	212	207	98	5	2	208		10	206				
		3	3	215	208	97	7	3	209		18	203				
		1	2	221	218	99	3	1	218		10	214				
		1	1	219	217	99	2	1	217		4	217				
		1	3	178	174	98	4	2	174		8	174				
		4	3	148	141	95	7	5	141		14	141				
		24	30	2993	2916	97	77	3	2939		169	2878				
		18	23	2285	2226	97	59	3	2244		129	2197				

Tabulated by .....
Computed by .....
Checked by .....
Checked by .....

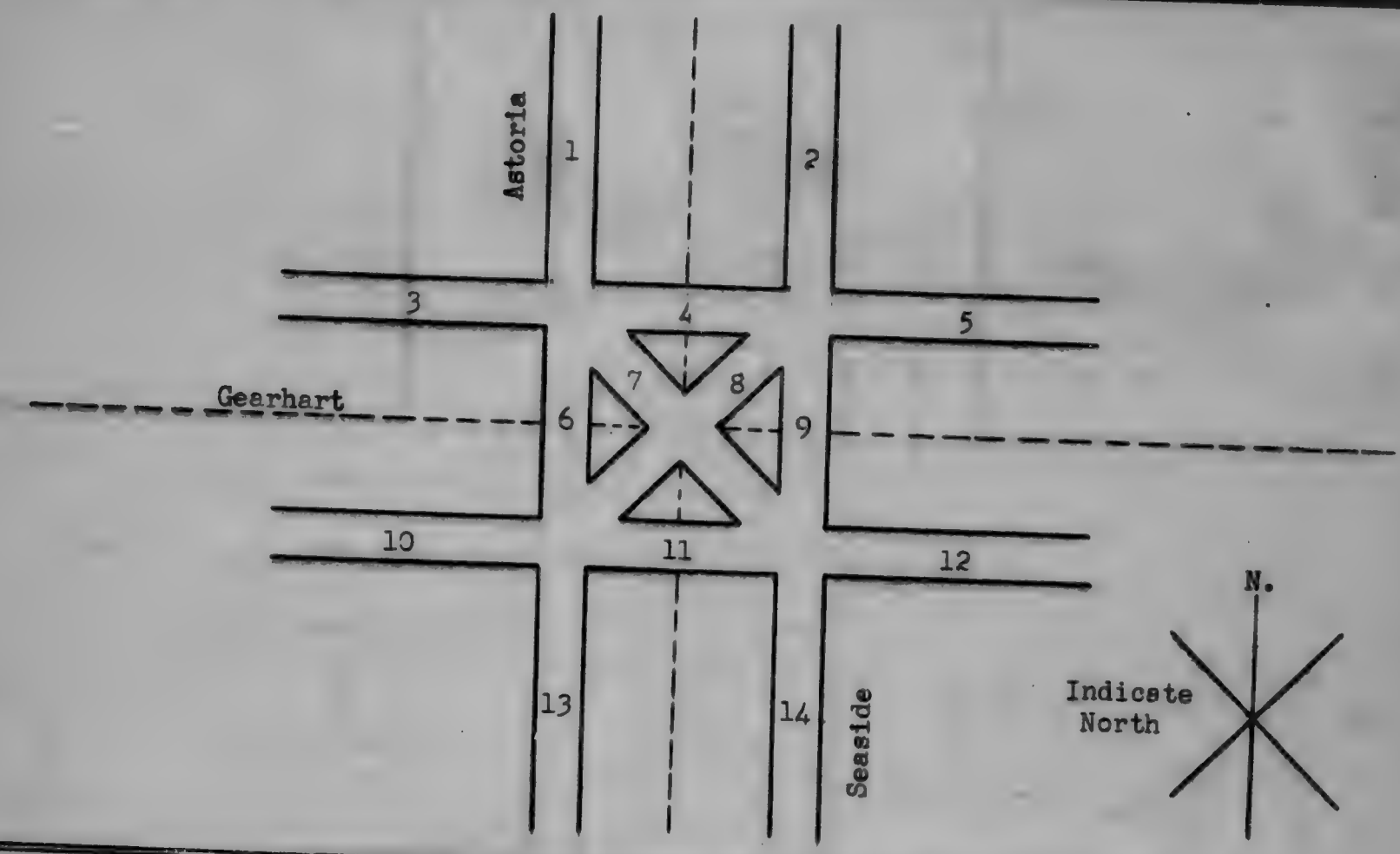
nd South
West

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PEDESTRIAN SUMMARY SHEET

Date July 18, 1940
Day of Week Thursday
Hours Counted 8 A.M. - 8 P.M.
Weather: Clear

Station No. 4-231
Location On US101 at southerly entrance to Gearhart.



Pedestrian Movement Summary

Movement	No.	Movement	No.	Movement	No.	Movement	No.
13-11-12	1	5-4-6-10	1				
3-4-2	2	14-9-2	1				
2-4-3	3	10-8-2	2				
13-10	1	2-9-14	1				
10-13	9	12-14	1				
12-11-10	6	3-7-14	1				
10-11-14	1						
10-11-12	8						
12-7-3	1						
5-8-10	1						

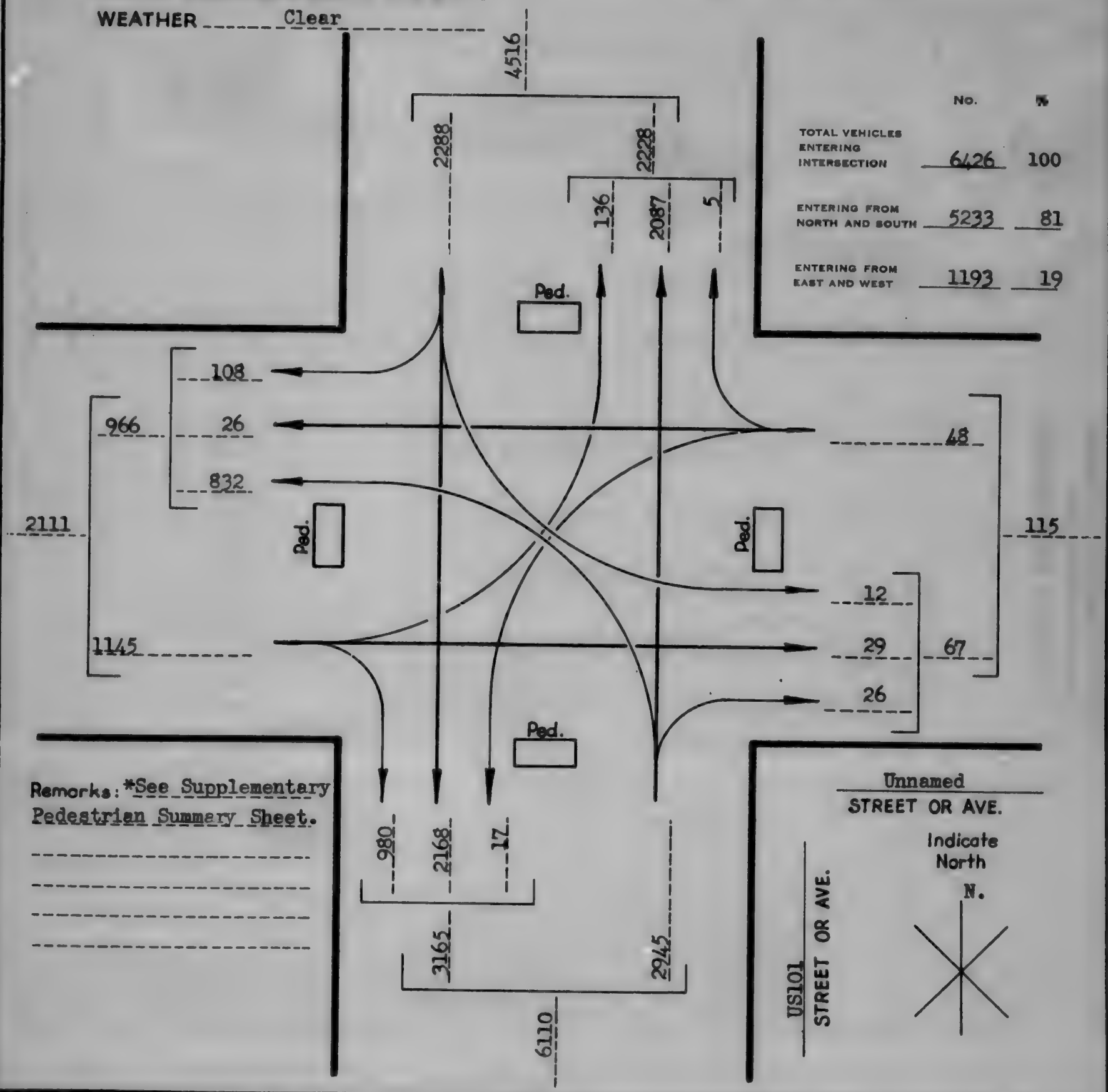
Summary by Lane Numbers

Lane No.	Ped.	Lane No.	Ped.	Lane No.	Ped.	Lane No.	Ped.	Lane No.	Ped.
2	9	6	1	10	29	14	5		
3	7	7	2	11	16				
4	6	8	3	12	17				
5	2	9	2	13	11				

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 20, 1940
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
PEDESTRIAN COUNT 12 HRS.*
HOURS COUNTED 8 A.M. - 8 P.M.
WEATHER Clear

CITY OF Junction of US101 & Southerly
INTERSECTION OF Entrance to Gearhart
STATION NO 4-231
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	6426	100
ENTERING FROM NORTH AND SOUTH	5233	81
ENTERING FROM EAST AND WEST	1193	19

Remarks: *See Supplementary Pedestrian Summary Sheet.

FORM E-126 SM 4-40

Form E-40—224—6-39

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... July 20, 1940
Day of week ..... Thursday
Hours counted ..... 8 A.M. - 8 P.M.
Weather ..... Clear
Classification ..... All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Tot
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00– 7:00																	
	7:00– 8:00																	
	8:00– 9:00	0	0	1	6	39	27	0	0	0	2	57	15	147	84	57	63	4
	9:00–10:00	2	0	4	4	56	56	1	3	1	2	47	27	203	147	72	56	2
	10:00–11:00	0	0	3	9	96	60	0	0	3	0	59	49	279	208	75	71	2
	11:00–12:00	1	0	13	9	140	89	0	1	0	0	64	56	373	299	80	74	2
P.M.	12:00– 1:00	1	0	9	9	167	107	1	1	1	4	66	74	440	362	82	78	1
	1:00– 2:00	0	0	4	10	142	97	2	0	0	1	61	59	376	303	81	73	1
	2:00– 3:00	0	0	6	10	200	121	2	3	2	2	60	49	455	378	83	77	1
	3:00– 4:00	1	1	6	7	226	155	1	3	1	1	84	51	537	440	82	97	1
	4:00– 5:00	2	2	11	12	211	197	1	1	1	0	65	64	567	485	86	82	1
	5:00– 6:00	2	0	7	16	135	272	3	3	1	4	63	69	575	489	85	86	1
	6:00– 7:00	0	1	7	7	134	226	5	3	2	3	65	78	531	448	84	83	1
	7:00– 8:00	0	0	11	5	109	186	4	4	1	1	57	44	422	351	83	71	1
A.M.	8:00– 9:00																	
	9:00–10:00																	
	10:00–11:00																	
	11:00–12:00																	
	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
24-Hour total .		12	5	108	136	2168	2087	26	29	17	26	980	832	6426	5233	81	1193	1
12-Hour total .		9	4	82	104	1655	1593	20	22	13	20	748	635	4905	3994	81	911	1
...-Hour total .																		
Control . . .																		
Factor . . .																		

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US101 ..... St. is North and South

Unnamed ..... St. is East and West

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STATE HIGHWAY COMMISSION
Traffic Engineering Division

ARY OF TRAFFIC COUNT

City of Junction of US101 and southerly
Intersection entrance to Gearhart.
Station number 4-231
All Vehicles Code number

South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
15	147	84	57	63	43	73	2	79	140	See Supplementary			
27	203	147	72	56	28	122	9	86	189	Pedestrian Summary			
49	279	208	75	71	25	168	3	120	267	Sheet.			
56	373	299	80	74	20	252	2	143	349				
74	440	362	82	78	18	293	8	160	419				
59	376	303	81	73	19	253	3	136	360				
49	455	378	83	77	17	337	9	130	434				
51	537	440	82	97	18	396	8	152	518				
64	567	485	86	82	14	435	7	154	538				
69	575	489	85	86	15	432	13	161	544				
78	531	448	84	83	16	375	14	165	508				
44	422	351	83	71	17	311	10	125	398				
832	6426	5233	81	1193	19	4516	115	2111	6110				
635	4905	3994	81	911	19	3447	88	1611	4664				

Tabulated by .....

Computed by .....

Checked by .....

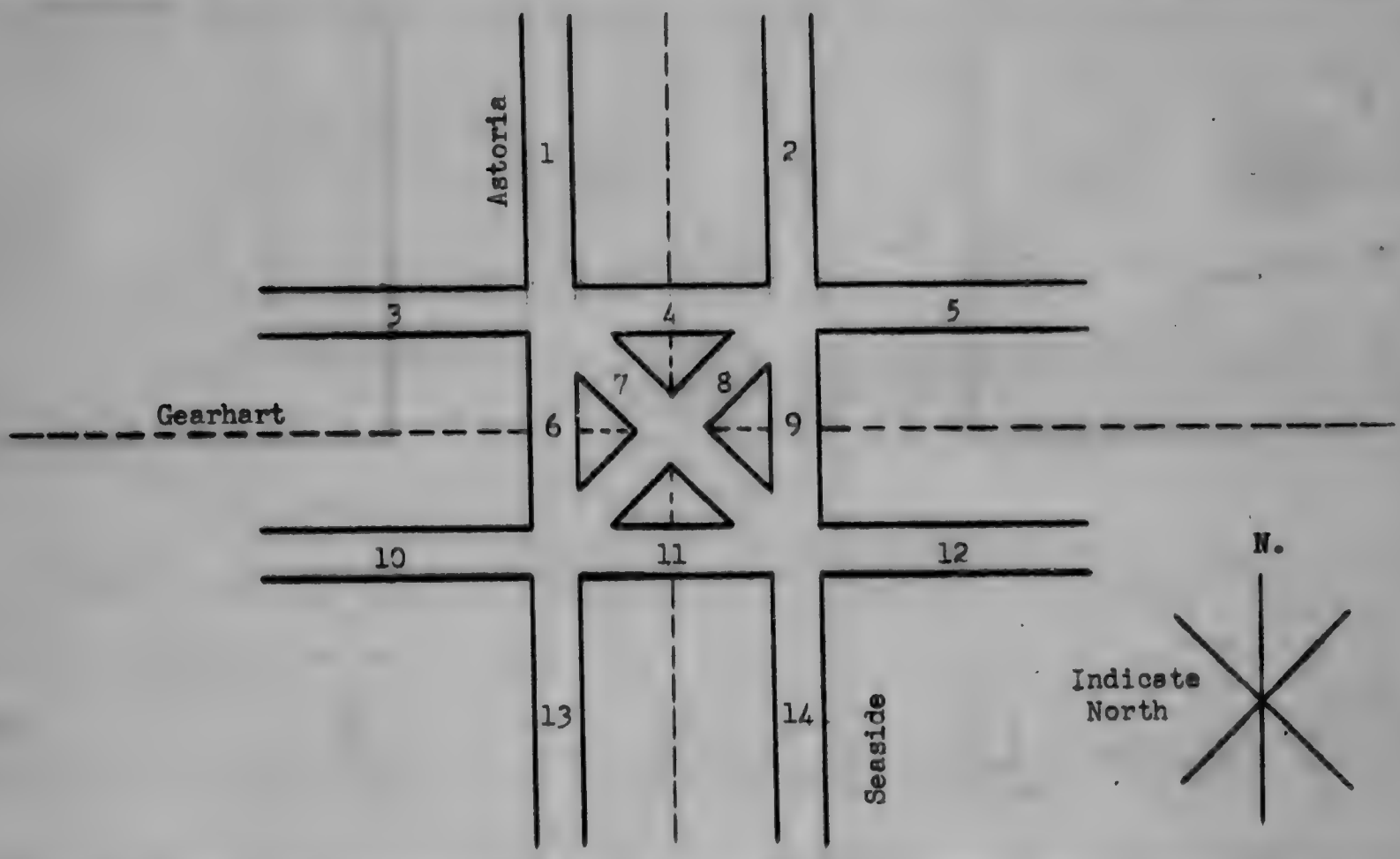
Checked by .....

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PEDESTRIAN SUMMARY SHEET

Date July 20, 1940
Day of Week Saturday
Hours Counted 8 A.M. - 8 P.M.
Weather: Cloudy

Station No. 4-231
Location On US101 at southerly entrance to Gearhart.



Pedestrian Movement Summary

Movement	No.	Movement	No.	Movement	No.	Movement	No.
10-13	2	12-7-3	2				
13-11-12	2	10-11-12	10				
2-4-1	2	13-8-2	1				
12-11-10	4	13-10	2				
1-6-13	4	6-4-2	1				
3-1	1	10-8-5	3				
12-11-13	1	3-4-2	2				
2-4-3	1	2-8-13	1				
5-8-10	7	2-9-11-13	1				
6-10	1						
2-5	1						

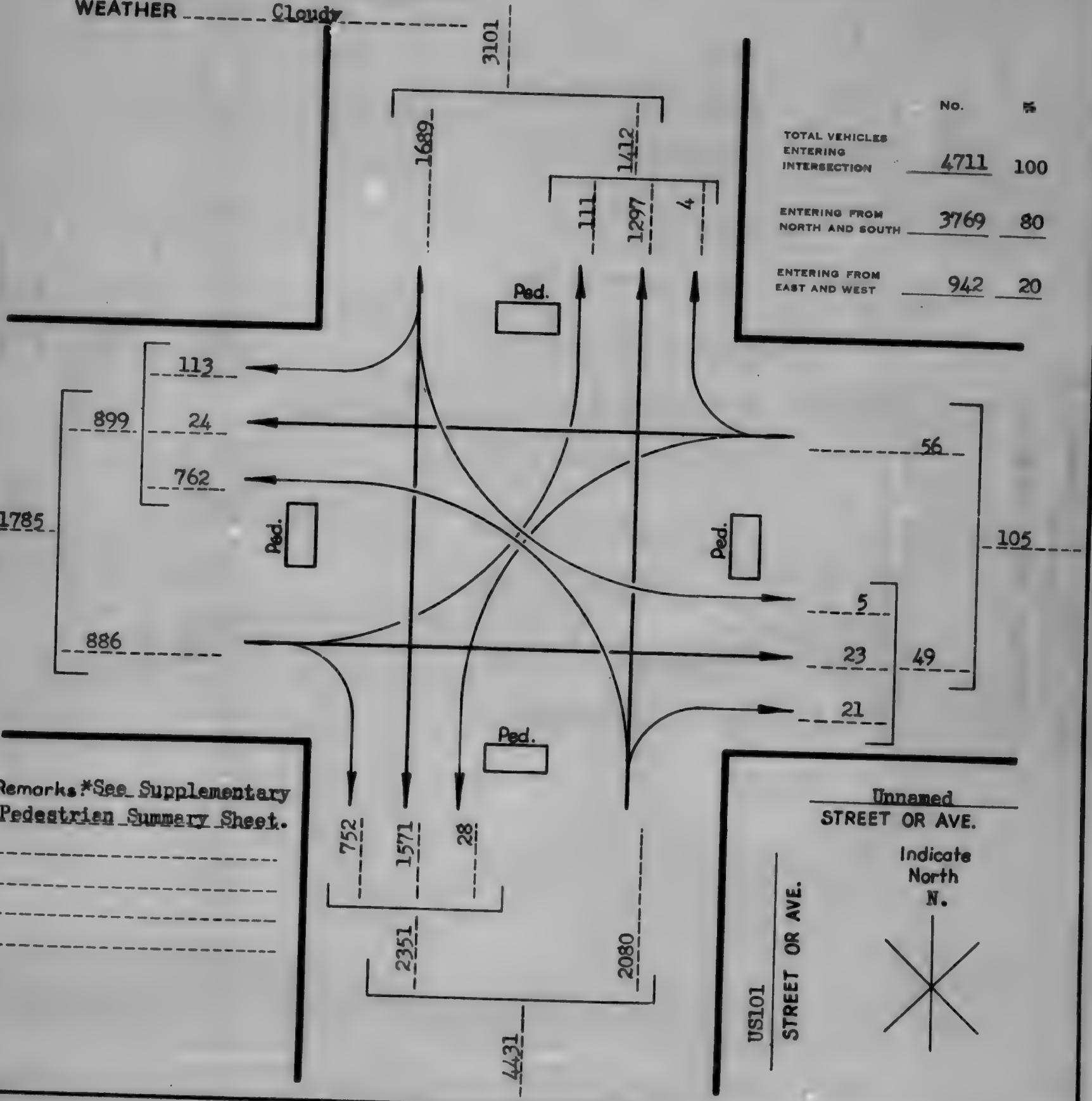
Summary by Lane Numbers

Lane No.	Ped.	Lane No.	Ped.	Lane No	Ped.	Lane No.	Ped.	Lane No.	Ped.
1	7	5	11	9	1	13	14		
2	10	6	6	10	29				
3	6	7	2	11	18				
4	6	8	12	12	19				

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 20, 1940
DAY OF WEEK Saturday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
PEDESTRIAN COUNT 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
WEATHER Cloudy

CITY OF Junction of US101 & Southerly
INTERSECTION OF Entrance to Gearhart
STATION NO 4-231
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	4711	100
ENTERING FROM NORTH AND SOUTH	3769	80
ENTERING FROM EAST AND WEST	942	20

Remarks: *See Supplementary Pedestrian Summary Sheet.

FORM E-126 SM 4-40

Form R-40—204—6-39

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date July 20, 1940

Day of week Saturday

Hours counted 8 A.M. - 8 P.M.

Weather Cloudy

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West				
A.M.	6:00- 7:00																
	7:00- 8:00																
	8:00- 9:00	0	0	2	4	38	56	0	0	1	0	30	16	147	112	76	35
	9:00-10:00	0	0	2	9	58	80	1	2	0	1	40	31	224	172	77	52
	10:00-11:00	2	1	8	9	70	97	1	2	3	2	58	43	296	222	75	74
	11:00-12:00	0	0	4	5	103	88	2	0	1	1	40	45	267	214	80	53
P.M.	12:00- 1:00	0	0	6	8	125	86	3	1	1	2	53	52	303	239	79	64
	1:00- 2:00	1	0	11	5	133	104	2	1	3	1	32	45	308	263	85	45
	2:00- 3:00	0	0	8	10	124	73	0	0	3	1	52	54	367	304	83	63
	3:00- 4:00	0	1	14	11	121	122	1	2	2	2	53	57	329	263	80	66
	4:00- 5:00	1	0	7	6	122	76	2	3	1	2	56	65	397	324	82	73
	5:00- 6:00	0	0	13	3	105	75	3	2	1	2	38	63	321	271	84	50
	6:00- 7:00	0	0	5	4	125	54	1	1	4	1	53	58	315	253	80	62
	7:00- 8:00											56	40	291	225	77	66
	8:00- 9:00																
	9:00-10:00																
	10:00-11:00																
	11:00-12:00																
A.M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total .		5	4	113	111	1571	1297	24	23	28	21	752	762	4711	3769	80	942
12-Hour total .		4	3	84	83	1199	990	18	17	21	16	561	569	3565	2862	80	703
-Hour total .																	
Control . . .																	
Factor . . .																	

US101 ..... St. is North and South

Unnamed ..... St. is East and West

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OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Junction of US101 and Southerly

Intersection entrance to Gearhart

Station number 4-231

Classification All Vehicles

Code number

East to South	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
1	0	30	16	147	112	76	35	24	100	1	52	141	See Supplementary			
0	1	40	31	224	172	77	52	23	149	4	85	210	Pedestrian Summary			
3	2	58	43	296	222	75	74	25	187	11	121	273	Sheet.			
1	1	40	45	267	214	80	53	20	178	5	100	251				
1	2	53	52	303	239	79	64	21	190	8	119	289				
1	1	32	45	308	263	85	45	15	225	6	95	290				
3	1	52	54	367	304	83	63	17	254	8	125	347				
3	1	53	57	329	263	80	66	20	215	4	128	311				
2	2	56	65	397	324	82	73	18	269	8	149	368				
1	2	38	63	321	271	84	50	16	212	9	119	302				
1	2	53	58	315	253	80	62	20	196	8	132	294				
4	1	56	40	291	225	77	66	23	188	7	107	280				
28	21	752	762	4711	3769	80	942	20	3101	105	1785	4431				
21	16	561	569	3565	2862	80	703	20	2363	79	1332	3356				

Tabulated by

Computed by

Checked by

Checked by

d South

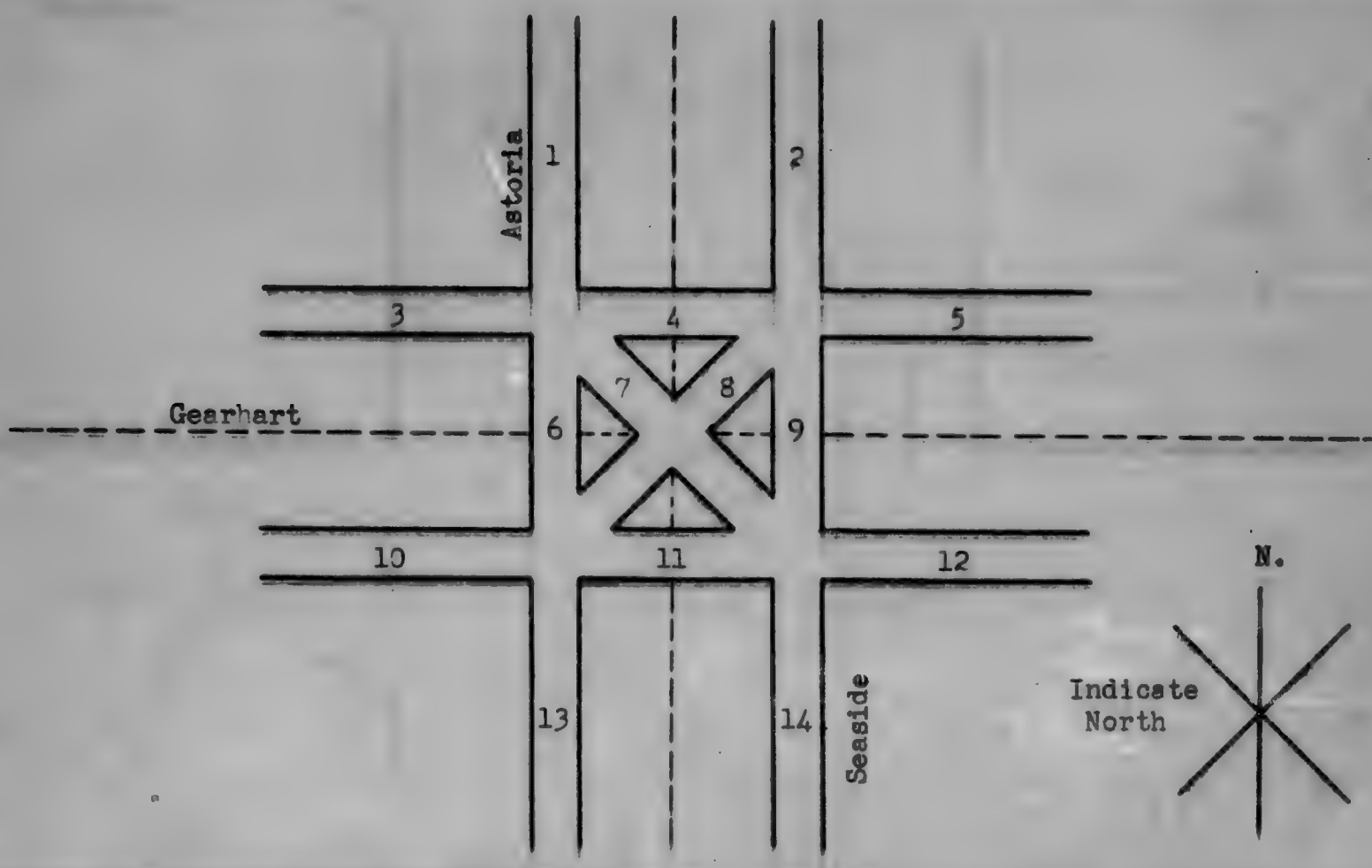
d West

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PEDESTRIAN SUMMARY SHEET

Date July 21, 1940
Day of Week Sunday
Hours Counted 8 A.M. - 8 P.M.
Weather: Cloudy

Station No. 4-231
Location On US101 at Junction with southerly entrance to Gearhart.



Pedestrian Movement Summary

Movement	No.	Movement	No.	Movement	No.	Movement	No.
13-11-12	1	10-8-2	2				
10-11-12	3	13-6-1	1				
12-11-10	5	3-4-5	1				
10-6-1	4	3-7-12	4				
13-10	2						
5-8-10	3						
3-4-2	1						
2-9-14	4						
10-8-5	1						
3-1	1						
10-13	2						

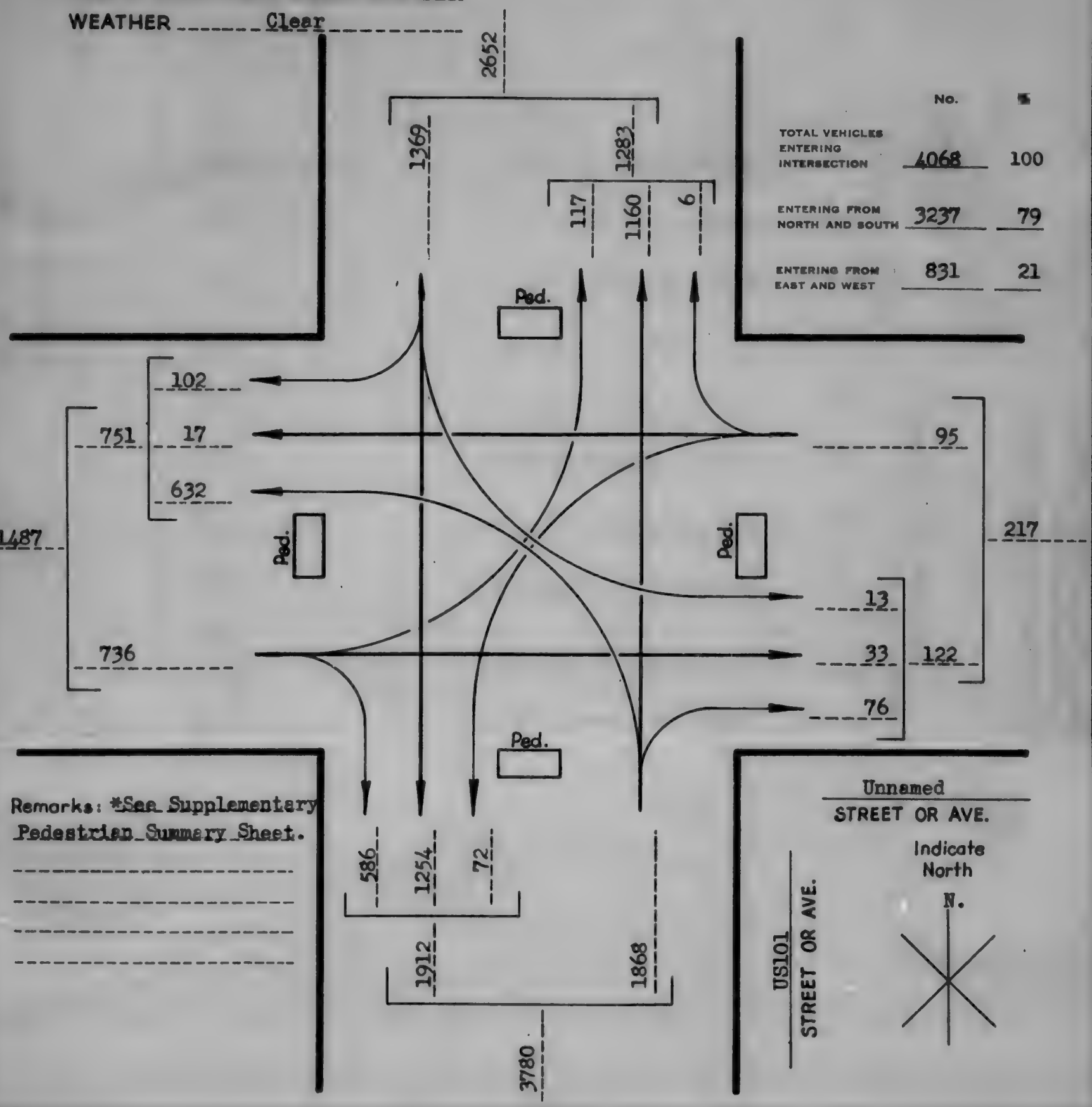
Summary by Lane Numbers

Lane No.	Ped.	Lane No.	Ped.	Lane No	Ped.	Lane No.	Ped.	Lane No.	Ped.
1	6	5	5	9	4	13	6		
2	7	6	5	10	22	14	4		
3	7	7	4	11	9				
4	2	8	6	12	13				

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 21, 1940
DAY OF WEEK Sunday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
PEDESTRIAN COUNT 12 HRS.*
HOURS COUNTED 8 A.M. - 8 P.M.
WEATHER Clear

CITY OF Junction of US101 & Southerly
INTERSECTION OF Entrance to Gearhart &
STATION NO 4-231
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	4068	100
ENTERING FROM NORTH AND SOUTH	3237	79
ENTERING FROM EAST AND WEST	831	21

Remarks: *See Supplementary Pedestrian Summary Sheet.

FORM E-126 SM 4-40

Form E-46—226—9-30

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... July 21, 1940
Day of week ..... Sunday
Hours counted ..... 8 A.M. - 8 P.M.
Weather ..... Clear
Classification ..... All Vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West				
A.M.	6:00- 7:00																
	7:00- 8:00																
	8:00- 9:00	0	0	3	3	47	68	2	2	0	0	15	19	159	137	86	22
	9:00-10:00	2	1	4	5	71	86	2	2	3	2	17	23	218	188	86	30
	10:00-11:00	1	0	4	8	91	80	0	1	1	0	31	33	250	209	84	41
	11:00-12:00	0	0	5	6	83	97	0	0	2	1	37	38	269	224	83	45
	12:00- 1:00	0	0	2	12	96	98	2	1	1	1	43	44	300	241	80	59
P.M.	1:00- 2:00	0	0	6	6	93	79	1	2	2	2	54	31	276	211	76	65
	2:00- 3:00	0	0	4	6	112	91	1	2	6	4	36	34	296	245	83	51
	3:00- 4:00	0	1	8	3	110	96	0	0	3	8	37	35	301	257	85	44
	4:00- 5:00	2	1	8	14	91	93	2	5	14	8	33	56	327	258	79	69
	5:00- 6:00	1	0	8	4	119	103	1	3	4	8	40	44	335	283	84	52
	6:00- 7:00	3	1	8	7	103	58	1	2	7	8	28	47	273	227	83	46
	7:00- 8:00	0	0	11	7	74	60	0	3	7	11	36	35	244	191	78	53
	8:00- 9:00																
	9:00-10:00																
	10:00-11:00																
	11:00-12:00																
A.M.	12:00- 1:00																
	1:00- 2:00																
	2:00- 3:00																
	3:00- 4:00																
	4:00- 5:00																
	5:00- 6:00																
24-Hour total .		13	6	102	117	1254	1160	17	33	72	76	586	632	4068	3237	79	83
12-Hour total .		9	4	71	81	1090	1009	12	23	50	53	407	439	3248	2671	82	57
...-Hour total .																	
Control . . .																	
Factor . . .																	

US101 ..... St. is North and South

Unnamed ..... St. is East and West

...INTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Junction of US101 and Southerly
Intersection entrance to Gearhart.
Station number 4-231
Code number

Classification All Vehicles

st to th	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
0	0	15	19	159	137	86	22	14	121	4	44	149	See Supplementary			
3	2	17	23	218	188	86	30	14	169	12	53	202	Pedestrian Summary			
1	0	31	33	250	209	84	41	16	184	3	77	236	Sheet.			
2	1	37	38	269	224	83	45	17	191	3	86	258				
1	1	43	44	300	241	80	59	20	208	5	104	283				
2	2	54	31	276	211	76	65	24	184	7	100	261				
6	4	36	34	296	245	83	51	17	213	13	83	283				
8	8	37	35	301	257	85	44	15	218	12	83	289				
4	8	33	56	327	258	79	69	21	209	32	118	295				
4	8	40	44	335	283	84	52	16	235	17	100	318				
7	8	28	47	273	227	83	46	17	180	22	93	251				
7	11	36	35	244	191	78	53	22	152	21	92	223				
72	76	586	632	4068	3237	79	831	21	2652	217	1487	3780				
60	53	407	439	3248	2671	82	577	18	2264	151	1033	3048				

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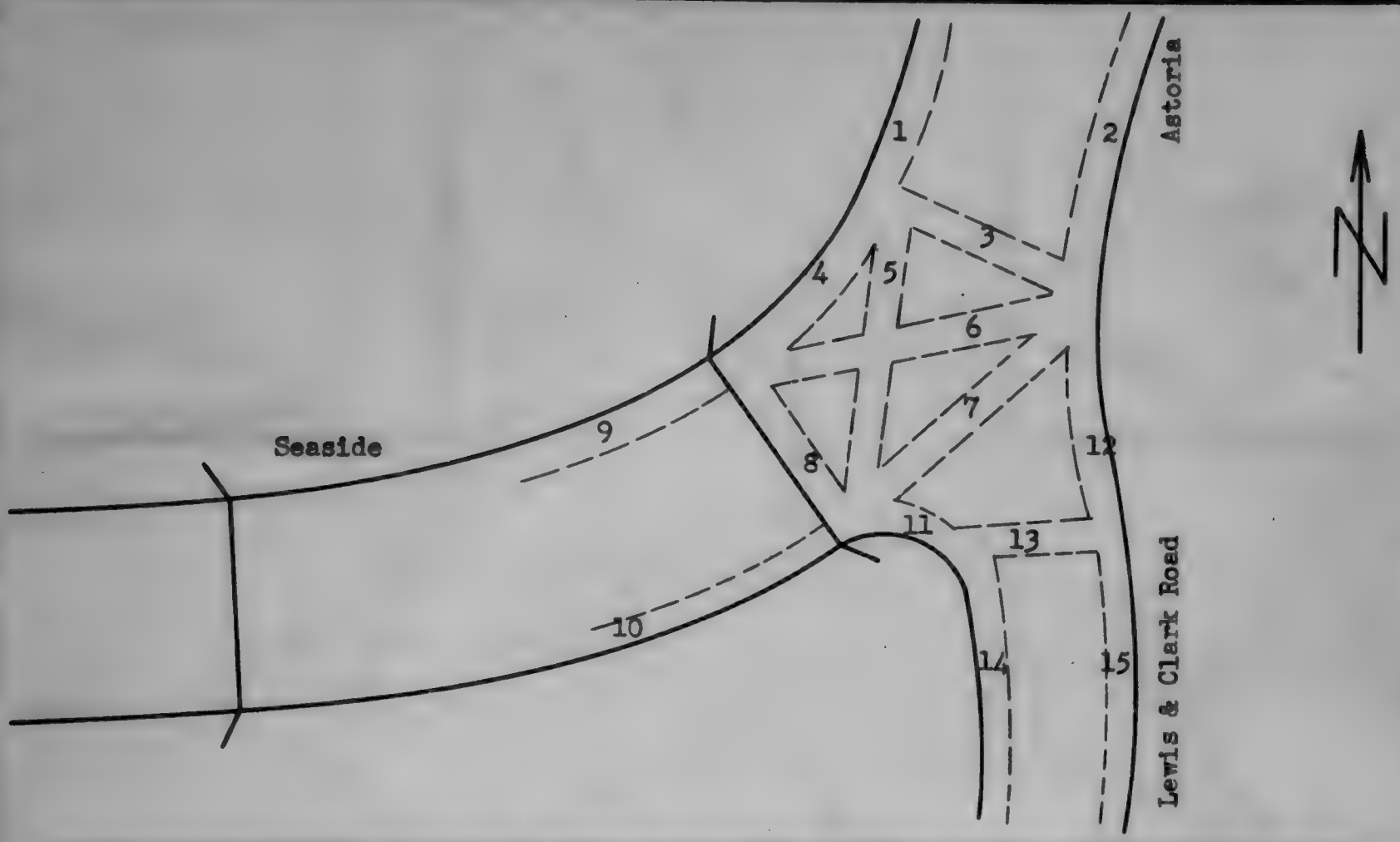
Tabulated by .....
Computed by .....
Checked by .....
Checked by .....

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PEDESTRIAN SUMMARY SHEET

Date July 18, 1940
Day of Week Thursday
Hours Counted 8 A.M. - 8 P.M.
Weather: Clear

Station No. 4-15
Location At concrete bridge across Neowanna Creek at norty city limits of Seaside.



Pedestrian Movement Summary

Movement	No.	Movement	No.	Movement	No.	Movement	No.
15-13-11-10	1	10-11-13	1				
9-4-1	3	2-7-10	3				
2-12-15	2						
6	1						
10-7-2	5						
3	6						
1-4-9	7						
7	2						
8	2						
15-12-2	1						

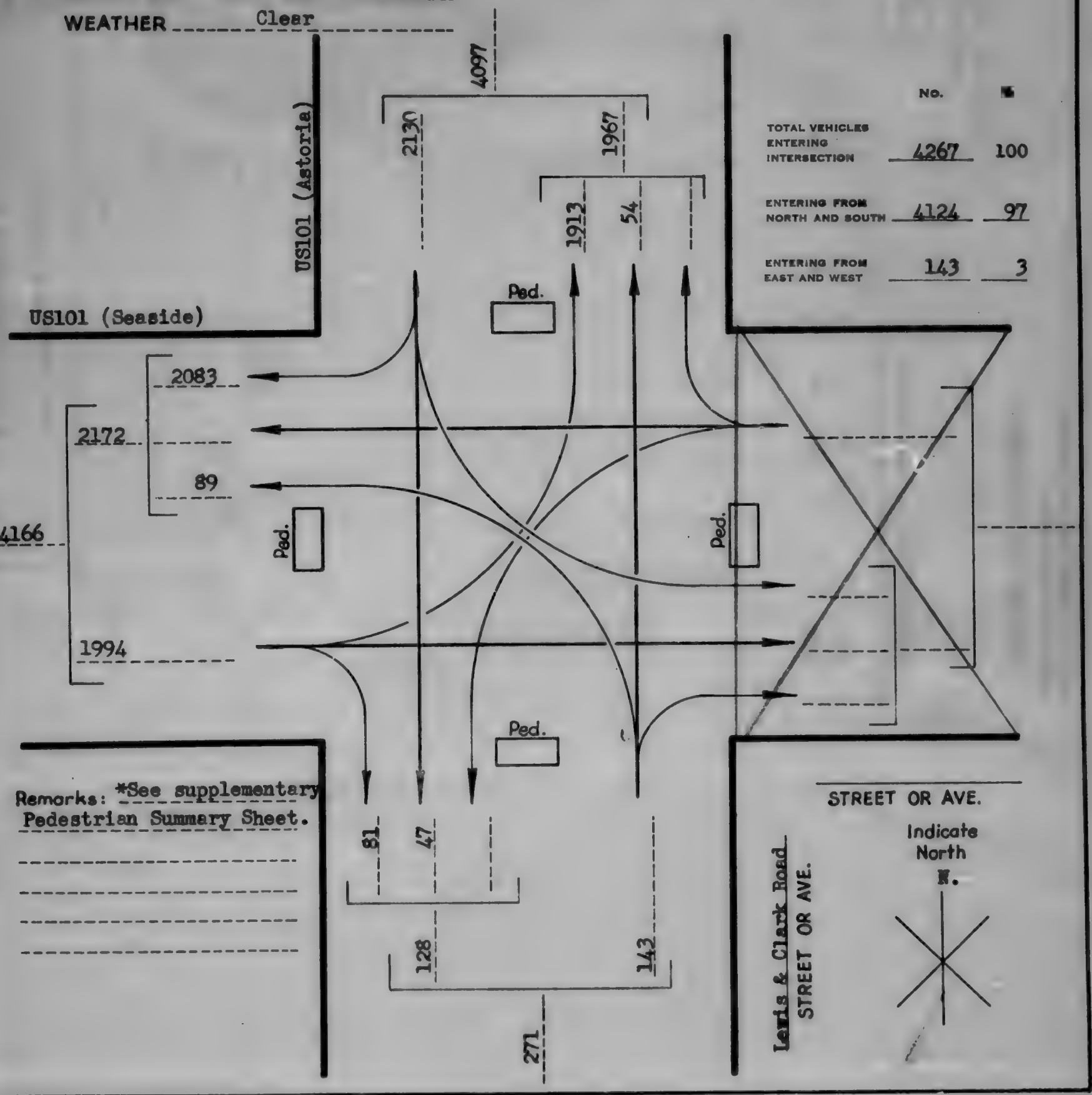
Summary by Lane Numbers

Lane No.	Ped.	Lane No.	Ped.	Lane No	Ped.	Lane No.	Ped.	Lane No.	Ped.
1	10	6	1	10	10	15	4		
2	11	7	10	11	2				
3	6	8	2	12	3				
4	10	9	10	13	2				

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 18, 1940
DAY OF WEEK Thursday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
PEDESTRIAN COUNT 12 HRS.*
HOURS COUNTED 8 A.M. - 8 P.M.
WEATHER Clear

CITY OF Vicinity of Seaside
INTERSECTION OF On US101 at N. City Limits of Seaside
STATION NO 4-15
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	4267	100
ENTERING FROM NORTH AND SOUTH	4124	97
ENTERING FROM EAST AND WEST	143	3

Remarks: *See supplementary Pedestrian Summary Sheet.

FORM E-126 BM 4-40

Form E-40—2M—6-39

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date ..... July 18, 1940
Day of week ..... Thursday
Hours counted ..... 8 A.M. - 8 P.M.
Weather ..... Clear
Classification ..... All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and West	Per Cent of Total	From East and South	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00																	
	7:00- 8:00																	
	8:00- 9:00			72	89	1	1					3	3	169	165	98	4	
	9:00-10:00			119	134	1	1					6	4	265	260	98	5	
	10:00-11:00			142	110	3	0					11	8	274	266	97	8	
	11:00-12:00			120	136	3	3					4	5	271	263	97	8	
P.M.	12:00- 1:00			141	128	3	1					6	6	285	278	98	7	
	1:00- 2:00			123	86	2	3					8	3	225	219	97	6	
	2:00- 3:00			151	113	2	3					1	3	273	267	98	6	
	3:00- 4:00			148	135	5	6					1	4	299	289	97	10	
	4:00- 5:00			151	157	1	6					7	13	335	316	94	19	
	5:00- 6:00			155	149	5	7					5	7	328	314	96	14	
	6:00- 7:00			143	116	6	4					4	3	276	269	97	7	
	7:00- 8:00			125	107	4	6					6	9	257	242	94	15	
A.M.	8:00- 9:00																	
	9:00-10:00																	
	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total .			2083	1913	47	54					81	89	4267	4124	97	143	
	12-Hour total .			1590	1460	36	41					62	68	3257	3148	97	109	
	..-Hour total .																	
	Control . . .																	
	Factor . . .																	

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US101 St. is North and ~~South~~ West.

Lewis & Clark Rd. St. is ~~East and West~~ South

PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Vicinity of Seaside

Intersection On US101 at N. City limits of Seaside

Station number 4-15

Classification All Vehicles

Code number

East to South	South to East	West to South	South to West	TOTAL	From North and West	Per Cent of Total	From East and South	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
		3	3	169	165	98	4	2	163		167	8	See Supplementary			
		6	4	265	260	98	5	2	255		263	12	Pedestrian Summary			
		11	8	274	266	97	8	3	255		271	22	Sheet.			
		4	5	271	263	97	8	3	262		265	15				
		6	6	285	278	98	7	2	273		281	16				
		8	3	225	219	97	6	3	214		220	16				
		1	3	273	267	98	6	2	269		268	9				
		1	4	299	289	97	10	3	294		288	16				
		7	13	335	316	94	19	6	315		328	27				
		5	7	328	314	96	14	4	316		316	24				
		4	3	276	269	97	7	3	269		266	17				
		6	9	257	242	94	15	6	242		247	25				
		81	89	4267	4124	97	143	3	4097		4166	271				
		62	68	3257	3148	97	109	3	3127		3180	207				

West.

South

Tabulated by

Computed by

Checked by

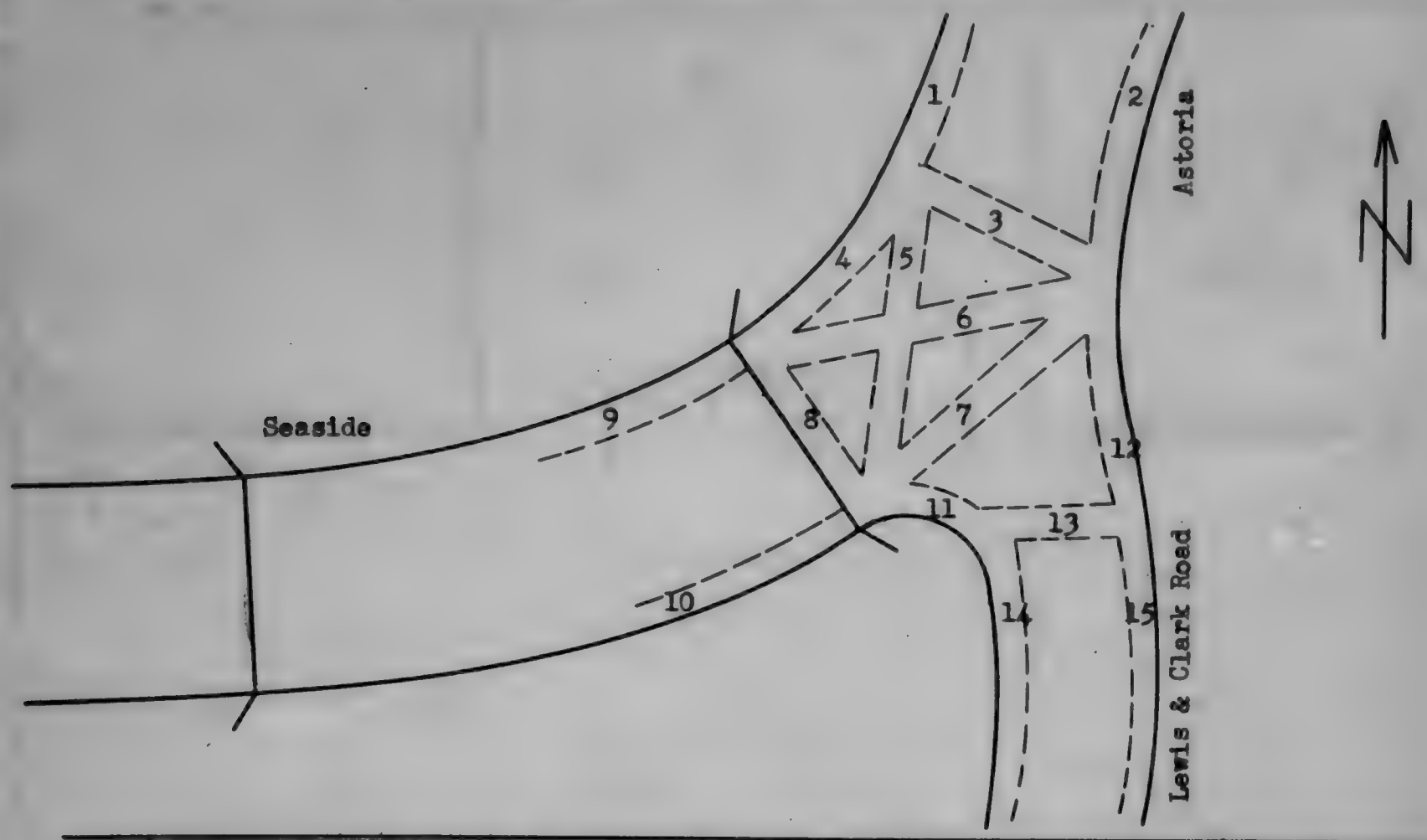
Checked by

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PEDESTRIAN SUMMARY SHEET

Date ___July 20, 1940_____
Day of Week__Saturday_____
Hours Counted_8 A.M. - 8 P.M._____
Weather: ___Cloudy_____

Station No. _4-15_____
Location_ At concrete bridge across___
_ Neowanna Creek at north city limits of
_ Seaside._____



Pedestrian Movement Summary

Movement	No.	Movement	No.	Movement	No.	Movement	No.
9-4-1	28	2-12	3				
1-4-9	13	9-4-3-12-15	1				
2-12-13-11	1	13	4				
2-3-4-9	1	12-13-14	1				
2-12-15	10	2-12-13	1				
10-7-2	5	3	2				
15-12-2	3	14-11-7-2	2				
11-13-15	1	2-7-11-14	5				
2-7-10	13						
8	2						
12-2	1						

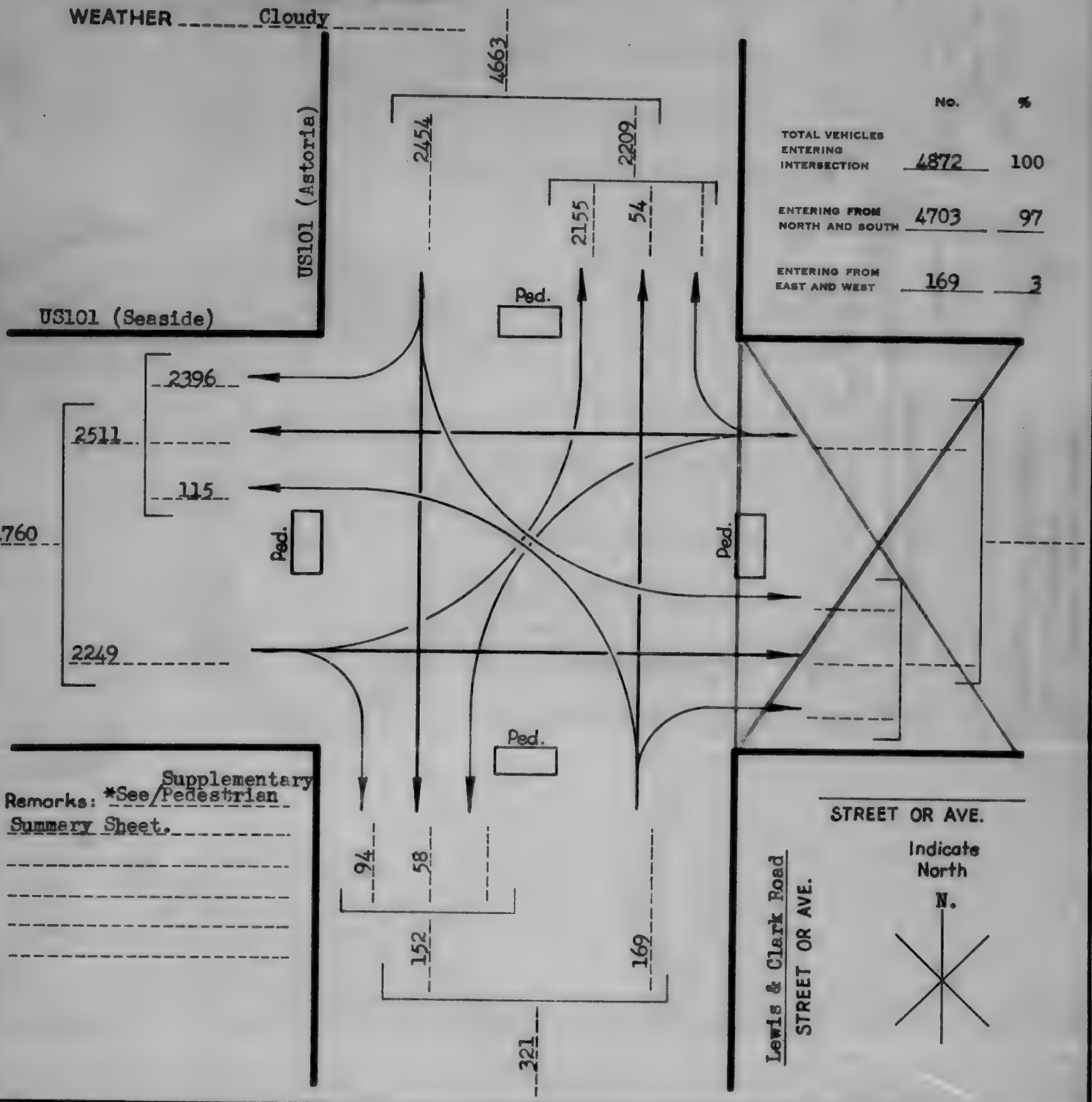
Summary by Lane Numbers

Lane No.	Ped.	Lane No.	Ped.	Lane No	Ped.	Lane No.	Ped.	Lane No.	Ped.
1	41	7	25	11	9	15	15		
2	45	8	2	12	21				
3	4	9	43	13	8				
4	43	10	18	14	8				

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 20, 1940
DAY OF WEEK Saturday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
PEDESTRIAN COUNT 12 HRS.*
HOURS COUNTED 8 A.M. - 8 P.M.
WEATHER Cloudy

CITY OF Vicinity of Seaside
INTERSECTION OF On US101 at N. City Limits of Seaside
STATION NO 4-15
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	4872	100
ENTERING FROM NORTH AND SOUTH	4703	97
ENTERING FROM EAST AND WEST	169	3

Remarks: *See Supplementary Pedestrian Summary Sheet.

FORM E-126 SM 4-40

Form B-40-325-6-39

OREGON STATE HIGHWAY COMM
Traffic Engineering Division

SUMMARY OF TRAFFIC C

Date July 20, 1940
Day of week Saturday
Hours counted 8 A.M. - 8 P.M.
Weather Cloudy

Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL		
A.M.	6:00- 7:00															
	7:00- 8:00															
	8:00- 9:00			65	56	1	2					6	4	134	128	9
	9:00-10:00			105	106	4	2					4	6	227	219	9
	10:00-11:00			135	152	1	3					5	3	299	293	9
	11:00-12:00			132	148	1	1					5	6	293	286	9
P.M.	12:00- 1:00			152	141	7	2					6	8	316	306	9
	1:00- 2:00			105	120	4	3					6	8	246	235	9
	2:00- 3:00			181	140	7	2					7	8	345	335	9
	3:00- 4:00			187	157	4	6					7	11	372	355	9
	4:00- 5:00			221	193	4	8					8	9	443	426	9
	5:00- 6:00			175	167	3	2					7	6	360	352	9
	6:00- 7:00			175	148	4	8					6	6	347	333	9
	7:00- 8:00			196	117	4	2					5	13	337	322	9
	8:00- 9:00															
	9:00-10:00															
	10:00-11:00															
	11:00-12:00															
A.M.	12:00- 1:00															
	1:00- 2:00															
	2:00- 3:00															
	3:00- 4:00															
	4:00- 5:00															
	5:00- 6:00															
	24-Hour total .			2396	2155	58	54					94	115	4872	4703	97
12	-Hour total .			1829	1645	44	41					72	88	3719	3590	97
	-Hour total .															
	Control . . .															
	Factor . . .															

US101 St. is North and ~~South~~ West

Lewis & Clark Road St. is ~~East and West~~ South

PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

July 20, 1940
Saturday
8 A.M. - 8 P.M.
Cloudy

Classification All Vehicles

City of Vicinity of Seaside
Intersection On US101 at N. City Limits of Seaside
Station number 4-15
Code number

SUMMARY BY MOVEMENTS											From North and West	Per Cent of Total	From East and South	Per Cent of Total	SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL					North	East	West	South	North	East	West	South
65	56	1	2					6	4	134	128	96	6	4	124		131	13	See Supplementary			
105	106	4	2					4	6	227	219	96	8	4	217		221	16	Pedestrian Summary			
135	152	1	3					5	3	299	293	98	6	2	291		295	12	Sheet.			
132	148	1	1					5	6	293	286	98	7	2	282		291	13				
152	141	7	2					6	8	316	306	97	10	3	302		307	23				
105	120	4	3					6	8	246	235	96	11	4	232		239	21				
181	140	7	2					7	8	345	335	97	10	3	330		336	24				
187	157	4	6					7	11	372	355	95	17	5	354		362	28				
221	193	4	8					8	9	443	426	96	17	4	426		431	29				
175	167	3	2					7	6	360	352	98	8	2	347		355	18				
175	148	4	8					6	6	347	333	96	14	4	335		335	24				
196	117	4	2					5	13	337	322	96	15	4	319		331	24				
2396	2155	58	54					94	115	4872	4703	97	169	3	4663		4760	321				
1829	1645	44	41					72	88	3719	3590	97	129	3	3559		3634	245				

& Clark Road ..... St. is North and ~~South~~ West

..... St. is ~~North and West~~ South

Tabulated by .....

Computed by .....

Checked by .....

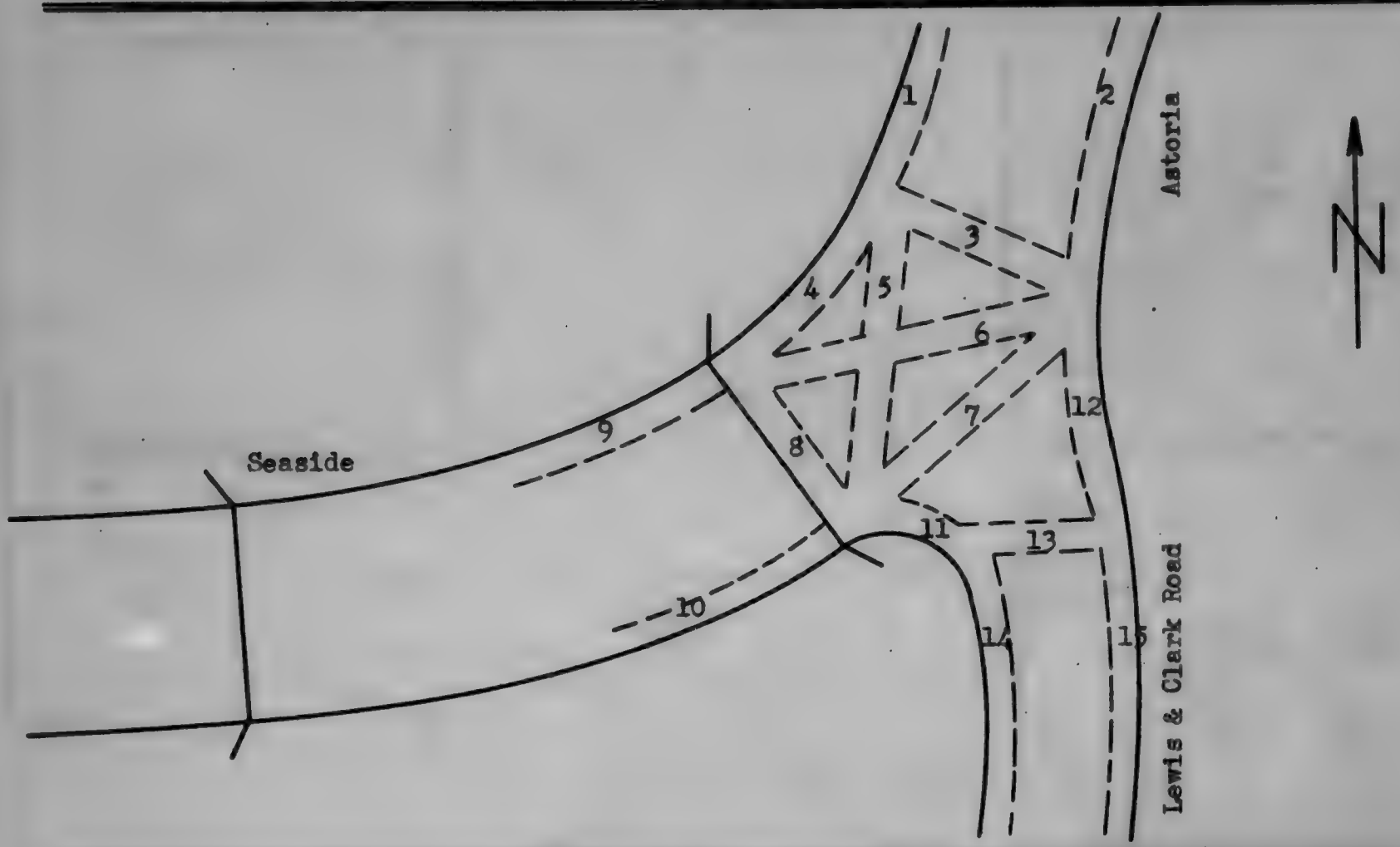
Checked by .....

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division

PEDESTRIAN SUMMARY SHEET

Date July 21, 1940
Day of Week Sunday
Hours Counted 8 A.M. - 8 P.M.
Weather: Cloudy

Station No. 4-15
Location At concrete bridge across Neowanna Creek at north city limits of Seaside.



Pedestrian Movement Summary

Movement	No.	Movement	No.	Movement	No.	Movement	No.
13-12-2	1	9-4	1				
15-13-11	1	4-9	1				
2-12-15	1	14-11-8-9	1				
13	2	2-7-11-14	2				
13-11	1	14-11-7-2	2				
11-13	1	2-7-11-14	1				
9-4-1	18	15-12-2	1				
10-7-2	8						
2-7-10	15						
1-4-9	16						
10-7	1						

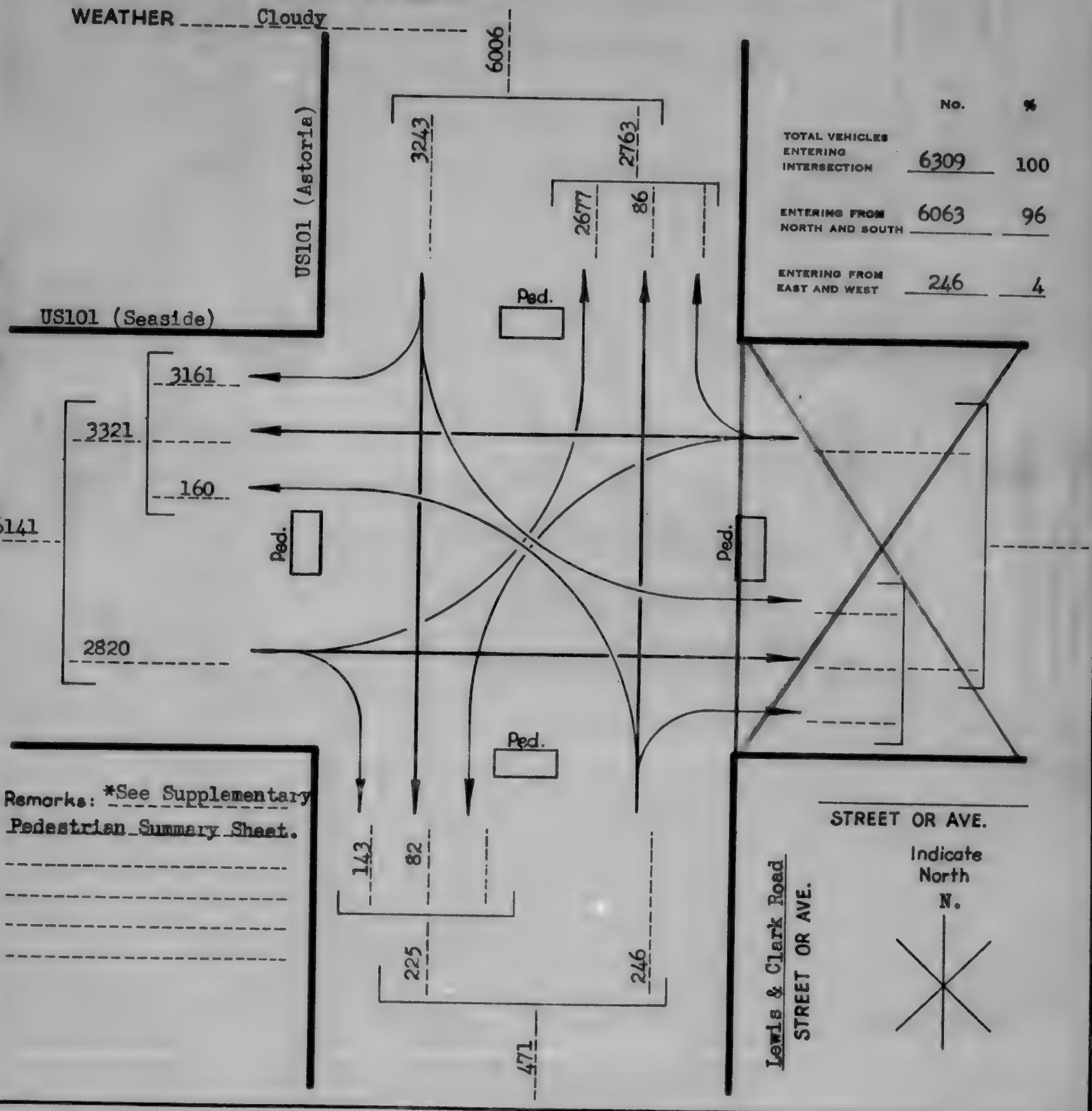
Summary by Lane Numbers

Lane No.	Ped.	Lane No.	Ped.	Lane No	Ped.	Lane No.	Ped.	Lane No.	Ped.
1	34	8	1	12	3				
2	31	9	37	13	6				
4	36	10	24	14	6				
7	29	11	9	15	3				

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE July 21, 1940
DAY OF WEEK Sunday
ACTUAL COUNT (VEH.) 12 HRS.
HOURS COUNTED 8 A.M. - 8 P.M.
PEDESTRIAN COUNT 12 HRS*
HOURS COUNTED 8 A.M. - 8 P.M.
WEATHER Cloudy

CITY OF Vicinity of Seaside
INTERSECTION OF On US101 at N. City Limits of Seaside
STATION NO 4-15
CODE NO
CLASSIFICATION All Vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	6309	100
ENTERING FROM NORTH AND SOUTH	6063	96
ENTERING FROM EAST AND WEST	246	4

Remarks: *See Supplementary Pedestrian Summary Sheet.

FORM E-126 SM 4-40

Form E-40—TM—6-39

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date July 21, 1940
Day of week Sunday
Hours counted 8 A.M. - 8 P.M.
Weather Cloudy
Classification All Vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00– 7:00																	
	7:00– 8:00																	
	8:00– 9:00			89	56	4	0					3	1	153	152	99	1	
	9:00–10:00			111	92	2	2					2	4	213	207	97	6	
	10:00–11:00			196	94	2	3					7	7	309	299	97	10	
	11:00–12:00			197	137	4	9					6	14	367	344	94	23	
P.M.	12:00– 1:00			262	177	2	1					10	15	467	451	97	16	
	1:00– 2:00			404	192	5	4					8	10	623	609	98	14	
	2:00– 3:00			294	187	7	4					7	7	506	494	98	11	
	3:00– 4:00			326	233	3	10					5	11	588	567	96	21	
	4:00– 5:00			282	300	4	6					11	14	617	597	97	20	
	5:00– 6:00			231	345	12	7					13	13	621	601	97	20	
	6:00– 7:00			161	279	6	5					12	5	468	458	98	10	
	7:00– 8:00			196	236	6	9					15	10	472	453	96	19	
	8:00– 9:00																	
	9:00–10:00																	
	10:00–11:00																	
	11:00–12:00																	
A.M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
24-Hour total .				3161	2677	82	86					143	160	6309	6063	96	246	
12-Hour total .				2749	2328	57	60					99	111	5404	5233	97	171	
-Hour total .																		
Control . . .																		
Factor . . .																		

US101 St. is North ~~and South~~ West
Lewis & Clark Road St. is ~~EASTBOUND~~ South

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OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Vicinity of Seaside
Intersection On US101 at N. City Limits of Seaside
Station number 4-15
Classification All Vehicles
Code number

...st ...uth	South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS North	East	West	South	PEDESTRIANS USING CROSSWALKS North	East	West	South
		3	1	153	152	99	1	1	149		149	8	See Supplementary			
		2	4	213	207	97	6	3	207		209	10	Pedestrian Summary			
		7	7	309	299	97	10	3	295		304	19	Sheet.			
		6	14	367	344	94	23	6	347		354	33				
		10	15	467	451	97	16	3	442		464	28				
		8	10	623	609	98	14	2	605		614	27				
		7	7	506	494	98	11	2	492		495	25				
		5	11	588	567	96	21	4	572		575	29				
		11	14	617	597	97	20	3	592		607	35				
		13	13	621	601	97	20	3	595		602	45				
		12	5	468	458	98	10	2	451		457	28				
		15	10	472	453	96	19	4	447		457	40				
		143	160	6309	6063	96	246	4	6006		6141	471				
		99	111	5404	5233	97	171	3	5194		5287	327				

Tabulated by
Computed by
Checked by
Checked by

...South West
...South

RECEIVED
JUL 29 1940
FOR FILING

Main
Traffic Safety
Sidewalks & Footpaths

July 27, 1940

Mr. P. M. Franciscovich
Spearth Building
Astoria, Oregon

Dear Sir:

Receipt is acknowledged of your communication of July 24, in regard to the pedestrian path between Seaside and Gearhart.

Mr. Beakey, our Traffic Engineer, is preparing a report covering investigation of a number of locations where pedestrian paths have been requested, and the project between Seaside and Gearhart is included among them.

I am passing along your communication to Mr. Beakey today, with the suggestion that he get his report in shape at the earliest possible date so that the matter can be presented again to the Highway Commission.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:AP
cc Mr. Beakey

HESSE & FRANCISCOVICH
Attorneys at Law
SUITE 403–SPEXARTH BLDG.
ASTORIA, OREGON

FRANK C. HESSE
F. M. FRANCISCOVICH

RECEIVED

July 24, 1940

Oregon State Highway Commission
Salem, Oregon

In re: Pedestrian path,
Seaside to Gearhart

Gentlemen:

Last fall, as I was informed by you, an investigation was made with reference to the construction of a pedestrian path from Seaside to Gearhart and at that time the pedestrian travel on that portion of the highway was not such as in the minds of the commission would justify the construction of a pedestrian path. However, the commission is well aware of the fact that the travel between these two cities is seasonal because of the fact that both cities are summer resorts, and it was my understanding that some time during the summer months of 1940 a further investigation would be made by the commission for the purpose of determining the amount of pedestrian traffic between these two cities in order to determine the advisability of the commission in constructing a pedestrian path as requested by the citizens of the cities of Seaside and Gearhart.

I would appreciate it greatly if you would advise me whether or not this matter has been given any attention and, if an investigation was made, the findings of that investigation.

Of course I have every confidence that the commission is now well aware that a great deal more pedestrian traffic would exist between Seaside and Gearhart if there was constructed a pedestrian path along the Oregon Coast Highway. As the matter now stands, there is hardly any family that will permit their children to travel as pedestrians between the two cities realizing the tremendous danger on account of the heavy traffic over that particular

area of the highway. Notwithstanding the fact that a large majority are restricted to the use of this particular portion of the highway as pedestrians, there still is, as we contend, a large amount of pedestrian travel which would justify the construction of a pedestrian path.

Mrs. Charles Miller of Gearhart who is primarily interested in the construction of this path advised me the other day that if there was any question in the commission's minds as to the additional number of users of this particular highway as pedestrians in the event the path was constructed that she would have no difficulty in obtaining the signatures of hundreds of fathers and mothers who would approve the use of such a path for their children but who are now prohibiting their children from traveling between Gearhart and Seaside on account of the fact that to do so would be highly dangerous.

Assuring you that I would appreciate greatly any information that I can receive from you with reference to this matter, I am

Yours truly,

F. M. Franciscovich

FMF:c

RECEIVED
DEC 16 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Maint
Traffic Safety
Sidewalks - Footpaths

Salem, Oregon
December 12th, 1939

Subject: Footpath Between Gearhart and Seaside.

To: Mr. C. B. McCullough
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Attached please find letter and estimate from Mr. Eason on the cost of constructing a footpath between Gearhart and Seaside.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

REFERRED TO
By Asst. State Highway Engineer

File
The matter postponed until next summer when traffic count will be opened
Mc

Form E-20—Revised—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1939

Subject: Proposed Footpath from Gearhart to Seaside

To:

Mr. H. G. Smith,
Construction Engineer,
State Office Building.

H. G. SMITH

Dear Sir:

Attached hereto is an estimate for the construction of a proposed footpath from Gearhart into Seaside adjacent to the high school property, following the Oregon Coast Highway to the Neawanna bridge and thence down Roosevelt Drive to the rear of the Union High School property. This improvement would be confined within the right of way as provided, except from the south city limits of Gearhart, approximate Station 492+50, to Station 516+55. The right of way on this section is only 40 feet wide and the additional width on the west side of the highway would have to be purchased to conform with the width on the adjacent sections.

The section used contemplates clearing as necessary on the west side of the highway to provide a 27-foot top width from the center line of the pavement, which will finish a 10-foot rock shoulder from the pavement, a 2-foot gutter and a 6-foot footpath, 7 feet of the footpath and gutter to be oiled.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

Map tracing attached

FOOTPATH

GEARHART-SEASIDE

Clearing and Grubbing	All		$	$ 500.00
Excavation	Cu. yds.	1,900	.25	475.00
Excavation Borrow	" "	1,200	.30	360.00
Truck Haul	Mi. Yd.	1,800	.10	180.00
8-inch Corrugated Iron Pipe	Lin. Ft.	110	.60	66.00
Riprap	Cu. Yds.	160	3.00	480.00
3/4" Crushed Rock in Shoulder and Walk	" "	1,350	1.25	1,687.50
Mineral Aggregate	" "	300	2.25	675.00
Cutback Asphalt	Tons	.50	30.00	15.00
No. 3 Road Oil	"	2.5	30.00	75.00
Road Approach Culvert	Lin. Ft.	500	1.50	750.00
Foot Bridge	All			200.00
				$ 5,463.50
	10% Engineering and Contingencies			546.35
		Total		$ 6,009.85

HESSE & FRANCISCOVICH
Attorneys at Law
SUITE 403–SPEXARTH BLDG.
ASTORIA, OREGON

FRANK C. HESSE
F. M. FRANCISCOVICH

RECEIVED
DEC 1 - 1939
STATE HIGHWAY COMMISSION

November 30, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I acknowledge receipt of your communication of November 29th relative to the request of the cities of Gearhart and Seaside in regard to the construction by the State Highway Commission of a sidewalk or foot path along the Oregon Coast Highway between said two cities.

I agree with you that because of the fact the two cities in question are summer resorts that pedestrian travel between the two cities during the winter months does not give a true picture of the actual need of such a sidewalk or foot path and that a better test would be to have a check made of the pedestrians using the highway during the summer months rather than the winter months. As a matter of fact, having taken the winter count and then waiting for the summer count, you will have a true picture of all year around use of the highway for pedestrian travel.

I will advise both cities of your position in the matter, stating to them that a further report will be made by yourselves of your findings of travel during the summer months.

On behalf of the two cities, and of myself personally, permit me to take this opportunity to express our sincere appreciation of the courtesy heretofore extended to us in this matter.

Yours truly,

F. M. Franciscovich

FMF:g

NOTE
NOTE

(32)

November 29, 1939

Hon. F. M. Franciscovich,
Spexarth Building
Astoria, Oregon

Dear Sir:

At a recent meeting of the State Highway Commission you headed a delegation from the cities of Gearhart and Seaside which asked the State Highway Commission to construct a sidewalk or footpath along the Oregon Coast Highway between these two towns for the benefit and safety of the many pedestrians who, on account of lack of sidewalk facilities, are obliged to walk on the highway pavement. You were informed at that time that the Commission would have an investigation made as to the volume of pedestrian traffic and the cost to construct such footpath.

I am pleased to inform you that such investigation has been made but it appears that the number of pedestrians who use the road this time of year is far below the number that has been determined by the American Association of State Highway Officials sufficient to justify the expense of sidewalk construction and, accordingly, if the Highway Commission should base its decision on the results obtained, it could not approve the project. However, the members of the Highway Commission do not feel that a traffic count taken this time of the year is indicative of the number of pedestrians that use the road between these points, particularly in view of the fact that both of these towns are seaside resorts and the pedestrian count taken between them during the summer season would far exceed any count taken at this time of year. In view thereof the Commission has decided to postpone its decision on your request and to wait until next year when another traffic count will be taken which will more nearly indicate the need for the sidewalk.

The members of the Commission wish to be fair in passing on this matter and want to have full information at hand when they make their decision and they believe that you will concur in the action that they have taken. The matter will not be forgotten and I can assure you that it will be brought to the attention of the Commission again at the proper time.

Yours very truly,

HBG:MC

Secretary

C
O
P
Y

Salem, Oregon
November 22,1939

Landscaping at Reedsport &
sidewalk between Gearhart
and Seaside

Mr. C. B. McCullough
Assistant State Highway Engineer
O f f i c e

Dear Sir:

Mr. Otten is still working on Assignment #463 "Landscaping at Reedsport".

The survey has not been finished for the sidewalk between Gearhart and Seaside, Assignment #547.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

Maint.
Traffic Lefg.
Sidewalks

November 15, 1939

Request for sidewalk between Gearhart and Seaside.

R. H. Baldock

A delegation from Seaside and Gearhart appeared before the Commission requesting a sidewalk between Seaside and Gearhart.

I am attaching hereto a report submitted in reference to this matter by Mr. Beakey. You will note from the second paragraph of Mr. Beakey's report that there are but very few pedestrians at this season of the year. Moreover, the accident records do not disclose any pedestrian accidents outside the city limits of Seaside.

Mr. Beakey reports that there are many places where, in his judgment, money could be spent to greater advantage for sidewalks, and recommends that the matter be postponed until a summer ocund can be made.

Mr. Smith is making an estimate of cost for this work which will be forwarded to you when it comes in.

C. B. McCullough

CBM:AP

RECEIVED
OCT 4 - 1939
FOR FILING

October 2, 1939

Mr. F. M. Franciscovich
Attorney at Law
Suite 403 - Spexarth Bldg.
Astoria, Oregon

NOTED
C. B. McCullough

Dear Senator Franciscovich:

I wish to thank you for your kind letter of September 30 expressing appreciation for the privilege of conferring with the State Highway Commission at its last meeting in regard to the construction of a pedestrian path between Seaside and Gearhart.

I note that you desire a copy of the Engineer's report with respect to the cost of this pathway as soon as it is ready. This is in conformance with instructions given the Engineer by the Commission and I shall be pleased to bring it to his attention.

Very truly yours,

HBG:AM

Secretary

HESSE & FRANCISCOVICH
Attorneys at Law
SUITE 403—SPEXARTH BLDG.
ASTORIA, OREGON

FRANK C. HESSE
F. M. FRANCISCOVICH

RECEIVED
OCT 2 - 1939

September 30, 1939

Oregon State Highway Commission
Salem, Oregon

In re: Pedestrian path application
by Cities of Gearhart and
Seaside

Gentlemen:

As City Attorney of the City of Gearhart and on behalf of the delegation that appeared before the Highway Commission Thursday, I wish to express my sincere appreciation for the courtesy extended to us at this hearing.

The writer fully appreciates that it will take some time in order to obtain an extimate of the costs of the construction of such a proposed pedestrian lane and is not under the impression that this matter should be completed and reported to you by your engineers at the next meeting, however, as stated at the meeting, the writer would appreciate greatly being advised as to the estimates for the construction of this proposed path whenever it is completed by your department so that the matter can be submitted to the cities interested in this matter.

Yours truly,

F. M. Franciscovich

FMF:g

ACKNOWLEDGED
H. B. CASTER
RECEIVED

September 13, 1939

Hon. F. M. Franciscovich
Attorney at Law
Spexarth Building
Astoria, Oregon

Dear Senator Franciscovich:

This acknowledges receipt of your letter of September 6, enclosing, in behalf of the cities of Seaside and Gearhart, application for the construction of a pedestrian path along the Oregon Coast Highway from Gearhart to Seaside. I note that the city officials of both towns desire an opportunity to present arguments to the State Highway Commission on behalf of this project.

The Highway Commission will be glad to grant this delegation an audience at its next regular meeting, which is scheduled to be held in Portland on Thursday, September 28. I am scheduling its appearance before the Commission at 2:00 o'clock p. m. on that day, and trust that such hour is satisfactory. The meeting will be held in the Auditorium on the third floor of the Public Service Building.

Very truly yours,

Secretary

HDG:MK.

D

HESSE & FRANCISCOVICH
Attorneys at Law
SUITE 403–SPEXARTH BLDG.
ASTORIA, OREGON

FRANK C. HESSE
F. M. FRANCISCOVICH

RECEIVED
SEP 11 1939
STATE HIGHWAY COMMISSION

September 6, 1939

State Highway Commission
Salem, Oregon

Gentlemen:

For and on behalf of the Cities of Seaside and Gearhart I am enclosing herewith application for the construction of a pedestrian path leading from Gearhart to Seaside. The Cities of Seaside and Gearhart are very anxious to be given an opportunity to present arguments in favor of their application and I would be pleased if you would advise when it will be convenient for the commissioners to allow them such a hearing.

Thanking you in advance for any courtesy that can be extended to these people in this matter, I am

Yours truly,
F. M. Franciscovich

FMF:g

September , 1939

Oregon State Highway Commission
Salem, Oregon

Re: Application for construction of pedestrian lane, Gearhart to Seaside

Gentlemen:

We, the undersigned, the Mayor and Auditor and Police Judge of the Cities of Seaside and Gearhart, respectively, pursuant to a motion duly and regularly adopted by the respective councils authorizing us as officials of the respective cities to petition your honorable body for the construction of a pedestrian lane from Gearhart to Seaside, do hereby respectfully petition your honorable body for the construction by your commission of a pedestrian lane on the Westerly side of Oregon Coast Highway #101 commencing at a point where the main road leading from Gearhart to the Oregon Coast Highway #101 intersects said highway, thence proceeding along the Westerly side of said highway in a Southwesterly direction along said highway to a point where said highway, also known as Holladay Drive, intersects Twelfth Avenue in the City of Seaside, Oregon. Said pedestrian lane to be of such construction and of such width as in your judgment you deem will meet the requirements of the people that will be required to use such lane for pedestrian travel.

This petition is made by the City of Seaside and the City of Gearhart for the reason that the greater proportion of said proposed pedestrian lane lies outside of and beyond the jurisdiction of the respective cities and for the further reason that the highway commission now has the authority and power to so construct such a pedestrian lane which power the petitioning

cities have not. The necessity for such a pedestrian lane is obvious and we therefore, as officials of the respective cities, and for and on behalf of the citizens of said cities, earnestly request your honorable body's favorable action in granting the request for the construction of a pedestrian lane along the route hereinabove set forth.

Respectfully submitted,

CITY OF SEASIDE

By Theo. Richter
Mayor

Attest:
Laurel Patton
Auditor and Police Judge

CITY OF GEARHART

By Earl R. Lake
Mayor

Attest:
Richard Schroeder
Auditor and Police Judge

OREGON STATE HIGHWAY DEPARTMENT

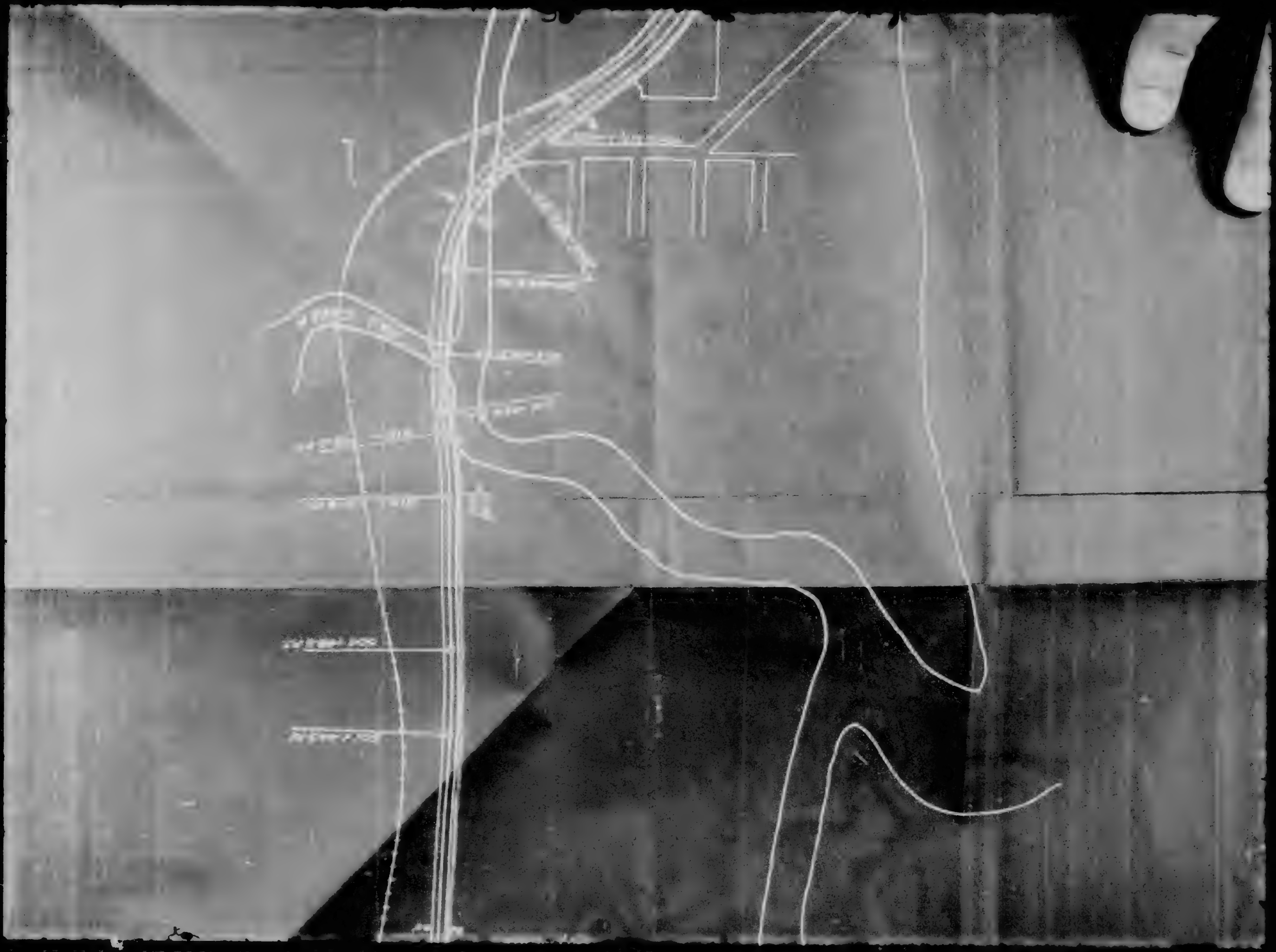
SIDE-WALK IMPROVEMENT
GEARHART - SEASIDE
OREGON COAST HIGHWAY

CLATSOP COUNTY

SCALE 1"= 40' DEC. 1938

L.B. MARR
RESIDENT ENGINEER

GEARHART



SEASIDE
NEAWANA CREEK
Union
High School

FA-98-3 Spencer Cr. Br., Miner Cr.- Spencer Cr. Sec., Oregon Coast Hwy. 1941

#2486

RECEIVED
FEB 1 1943
FILE

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 27, 1943

98 - 3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-PAP 98 (3)
Spencer Creek Bridge
Oregon Coast Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the cancelled project agreement ~~and certificate~~ for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JAN 28 1943
STATE HIGHWAY COMMISSION

Jon

WAY-2 12683

Oregon Federal Aid Project No. SN-FAP 98(3).

CANCELLATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 1, 1941 by the Oregon State Highway Commission and on November 25, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 98(3); and

WHEREAS, the said Highway Department has requested cancellation of said agreement and release of the Federal funds obligated so that they may be applied on other projects;

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Federal Works Administrator that the said project agreement shall be, and by these presents is hereby, abrogated and cancelled; that any and all Federal Aid funds heretofore set aside to the credit of the aforesaid project shall be available for the use of said State of Oregon in the construction and improvement of roads in accordance with the provisions of the Federal Highway Act and acts amendatory thereof, or supplementary thereto.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Highway Department on October 14, 1942, and the Federal Works Administrator on NOV 26 1942.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By Thomas McKay
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By
Acting Comm. of Public Roads

Oregon Federal Aid Project No. SN-FAP 98(3).

Attest
SECRETARY

RECEIVED
NOV 18 1942
FOR FILING

98-3

November 17, 1942

West Coast Power Company
404 Terminal Sales Bldg.
Portland, Oregon

Attention: L. C. McClintic, President

Gentlemen:

This is to acknowledge receipt of and to thank you for your letter of November 13, 1942, transmitting your check No. 64148 in the amount of $2.90, representing a refund of the unused portion of the $1.90 deposit made by Mr. H. I. Hamilton for providing temporary electric service for construction work on state highway contract No. 2456, Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County.

We appreciate this remittance and the manner in which it was handled, both by you and by Mr. Hamilton.

Very truly yours,

HBG:AM

Secretary

cc - Mr. H. I. Hamilton

Mr. G. S. Paxson
Auditor

Dear Mr. Hamilton:

This is to acknowledge receipt to you of the payment referred to hereinabove. We appreciate the remittance and the manner in which you handled it. The refund is being credited to your job.

Sincerely yours,

RECORDED
Date 11/17/42
By
Delivered to

HBG:AM

Secretary

Mr. Crews: The check referred to above is attached hereto for further handling by you.

H.B.G.

WEST COAST POWER COMPANY

404 Terminal Sales Building
Portland, Oregon

NOVEMBER 13, 1942

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer

Gentlemen:

Your letter of October 5, 1942, to Mr. Kime at Newport was forwarded to this office, and we wrote Mr. H. I. Hamilton regarding equipment installed to provide temporary electric service for his construction work, your contract No. 2486.

Mr. Hamilton advised us that this equipment was no longer required and could be removed, and any refund due him should be made to the Oregon State Highway Commission, as he had been reimbursed for the amount of the deposit ($150.00) made to the West Coast Power Company to cover the estimated net cost of electric service facilities.

The net cost of supplying these facilities is one hundred forty-seven and 10/100 ($147.10) dollars, and we are enclosing check for $150.00 - $147.10 or $2.90 refunding the balance of deposit made by Mr. H. I. Hamilton.

RECEIVED
NOV 17 1942

Yours very truly,

WEST COAST POWER COMPANY

L. C. McClurkin
President

Enclosure

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
FOR FILING

98-3

October 22, 1942

Mr. E. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of supplemental project agreement for the Spencer Creek Bridge, Project No. OR-WAP 98 (3).

Very truly yours,

E. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/ER

September 17, 1942

Mr. W. K. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Subsidence in the ground at the site of the Spencer Creek Bridge (Project SH-FAP 98 (3), occasioned by construction of highway embankments, has made it inadvisable to proceed at this time with the construction of the bridge. We, therefore, propose to cancel the contract for the bridge construction and to postpone further work on the same until the present war emergency is at an end.

In view of this situation, it seems best to eliminate the bridge project from the Federal Aid Program, and to thus release for other use the federal funds which have been set-up for it. Accordingly, we request your approval of the withdrawal of Project SH-FAP 98 (3) from the 1942 Regular Federal Aid Program.

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

October 12, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 17, 1942, requesting cancellation of the project agreement for Oregon SN-FAP 98 (3), Spencer Creek Bridge on the Oregon Coast Highway.

We enclose herewith for signature and return to this office two copies of the proposed cancellation agreement.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

RECEIVED
OCT 13 1942

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OCT
FOR FILING

98-3

October 5, 1942

West Coast Power Company
Newport, Oregon

Attention: E. E. Kime, Division Manager

Gentlemen:

Reply is made to your letter of September 30 in regard to the Harry I. Hamilton contract for construction of a bridge over Spencer Creek on the Oregon Coast Highway, in Lincoln County, state highway contract No. 2486.

Due to unforeseen difficulties Mr. Hamilton was unable to complete his contract within the specified time limit. Work in connection therewith was ordered suspended by the Engineer pending final settlement of the fill approaches. It appears that the weight of the fill approaches to the bridge was causing an upheaval of the ground at the bridgeheads which made it impossible for the contractor to carry on the bridge work. It also appears that final settlement has not as yet occurred and it is the consensus of opinion that the bridge work should not be done until a period of at least six months has elapsed from such final settlement of the fill.

In view of the circumstances the Highway Commission considers that it would be unfair to hold the contractor to his contractual agreement, particularly in view of the rising costs of labor and material.

This matter was carefully considered by the State Highway Commission at its meeting on August 27 at which time the Commission voted unanimously to terminate the contract and relieve the contractor from further obligation in connection therewith.

I do not believe there will be any objections to the removing of your electrical facilities at this location as it is not likely that the bridge work will be resumed during the present war emergency.

Mr. Hamilton's address is Route 4, Box 181, Eugene, Oregon.

Very truly yours,

Secretary

HBC:AM

2486

WEST COAST POWER COMPANY

Newport, Oregon,
September 30, 1942.

Oregon State Highway Commission,
Salem, Oregon.

ATTENTION, H.B. GLAISZER, SECY.

Gentlemen:

The Hamilton Construction Company (H. I. Hamilton) had a contract with the Highway Commission in August 1941, to construct a bridge at Ocean Park, 7 miles north of Newport. In connection therewith we extended 3 phase electrical facilities to the site, including transformers, meters and other appurtenances.

We would appreciate your advising us as to the status of this matter as we were informed about a year ago, the work had been postponed until this spring, however the work was not resumed.

Also, if you know of Mr. Hamilton's whereabouts, will you kindly send us his address. It is now our intention to remove the above mentioned facilities, for use elsewhere, unless there is some assurance the bridge construction is to start in the near future and that someone will handle rental charges if the extension is to remain installed.

Thanking you for your assistance in this matter, I am

Very truly yours,

ANSWERED
H. B. GLAISYER

WEST COAST POWER COMPANY,

By E. E. Kime

E. E. Kime, Division Manager.

RECEIVED
OCT -1 1942
STATE HIGHWAY COMMISSION

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SEP 25 1942
FOR FILING
98-3

Sept. 24, 1942

Hanson & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: E. Van B. Zehnerhorn
Mgr. Surety Bond Dept.

Dear Sir:

Gentlemen:

Re: Bond No. 7013 - Harry I. Hamilton

I am in receipt of your letter of September 23, which I have just received, advising that you do not have in your files a copy of the agreement terminating Harry I. Hamilton's contract, No. 2486, for the construction of the Spencer Creek Bridge. In view of your statement, I am inclosing an executed copy of the agreement for your records.

This copy happens to be one that I gave to Mr. Fanson, our Bridge Engineer, for his files and he has kindly consented to let you have it. I might explain that usually the agreements are prepared in quadruplicate and, because of the fact that you returned only three copies, I assumed at the time that you had retained the fourth. However, I am glad to be able to furnish the within executed copy.

Very truly yours,

HEO:AH

Secretary

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

M. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

September 23, 1942

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

Re: Bond No. 50113 - Harry I. Hamilton,
Eugene, Oregon - Contract 2486,
Construction of Spencer Creek Bridge
in Lincoln County

We have your letter of September 21st advising that Mr. Hamilton's contract, No. 2486 for constructionof a concrete viaduct on the Spencer Creek Section of the Oregon Coast Highway in Lincoln County has been terminated.

You stated in your letter that you were of the opinion we had a copy of the agreement between the State Highway Commission and Mr. Hamilton relative to the cancellation of the above-mentioned contract. Upon referring to our file, we find that we wrote your office on August 17, 1942, asking that we be furnished with a copy of the agreement for the completion of our file but to date it has not been received.

We would greatly appreciate a copy of the agreement referred to above at your early convenience.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van R. Schermerhorn

A. VAN R. SCHERMERHORN,
Mgr. Surety Bond Dept.

HGM

RECEIVED
SEP 24 1942
STATE HIGHWAY COMMISSION

RECEIVED
SEP 2 2 1942
FOR FILING

98.2

September 21, 1942

Maryland Casualty Company
Hansen & Rowland, Ins. of Oregon
406 Title & Trust Building
Portland, Oregon

Gentlemen:

You are hereby notified that Harry L. Hamilton's contract, No. 2486, for construction of a concrete viaduct on the Spencer Creek Section of the Oregon Coast Highway, in Lincoln County, has been terminated by action of the State Highway Commission on August 27, 1942, and that final settlement will be made on or after October 1, 1942.

I believe you have a copy of the agreement between the State Highway Commission and Mr. Hamilton relative to the cancellation of the above-mentioned contract.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $11,807.95, including final payment, of which $906.74 is for force account work.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Hansen & Rowland, Inc.
Washington Bldg.
Tacoma, Washington

NOTED
A. L. MONSON

RECEIVED
SEP 14 1942
FOR FILING
11-3

Salem
September 12, 1942

Mr. C. S. Pearson

We hand you herewith one fully executed copy of the agreement between the Highway Commission and Harry I. Hamilton terminating his contract No. 2486 for the construction of a bridge over Spencer Creek in Lincoln county.

One copy of this agreement has been forwarded to Mr. Hamilton and Mr. Glasgyer kept one for his files.

C. E. McCullough

JM:CA

RECEIVED
SEP 1 9 1942
FOR FILING

98-3

September 11, 1942

Mr. Harry I. Hamilton
R.F.D. 1, Box 181
Eugene, Oregon

Dear Sir:

I am handing you herewith an executed copy of the agreement between yourself and the State Highway Commission, terminating your Contract No. 2486 for the construction of a bridge over Spencer Creek on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway in Lincoln County.

This is for your records and files.

Very truly yours,

Secretary

HBC:hsw

RECEIVED
SEP 12 1942
SCR

98-3

SALEM, OREGON
September 11, 1942

Bridge Contract No. 2486

Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you herewith an executed copy of the agreement between the State Highway Commission and Harry I. Hamilton, terminating Mr. Hamilton's Contract No. 2486 for the construction of a bridge over Spencer Creek on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway in Lincoln County.

I have retained the original of this agreement for the Commission's records and files and have sent one executed copy to Mr. Hamilton.

The attached copy is for transmittal to Mr. Paxson, or for such other disposal as you may wish. I was furnished only three copies of this agreement so assume that the bonding company retains the fourth copy.

Secretary

HBG:hsw

RECEIVED
SEP 3 1942
FOR FILING

98-3

Salem
September 1, 1942

Mr. G. S. Paxson

At the last meeting of the Highway Commission the matter of cancellation of Harry I. Hamilton's contract, No. 2486, Spencer Creek Bridge, was discussed and cancellation was approved.

C. B. McCullough

JM:CA

FORM E-30 SOM 12-41

AGENDA
AUG 27 1942
4.c

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1942

Subject: Cancellation of Spencer Creek Contract No. 2486

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

The agreement between the State and Mr. Harry I. Hamilton canceling the Spencer Creek Contract No. 2486 calls for a total payment to the contractor, including the amount already paid on estimates, of $11,807.95. It is difficult to estimate the total loss to the State due to the necessity of canceling this contract, as the completion of the work will necessarily have to be put up for contract again after the war emergency is over.

The work done by the contractor on items which enter into the finished structure and the payment for this work at contract prices are as follows:

Shoring, Cribbing, etc.		$1,120.00
Structural Excavation		317.00
Furnish Untreated Piling		1,025.60
Drive Untreated Piles		840.00
Splicing Foundation Piles		906.79
	Total	$4,209.39

A portion of the shoring and cribbing can be used in completing the structure. The structural excavation is lost because of the filling of the excavation when the embankment fills were made. Both of these losses, however, are caused by the shutting down of the job and are not chargeable to the canceling of the contract.

Under the agreement, the State takes title to all of the material which the contractor had assembled for the construction of the bridge. The value of this material is as follows:

Metal

Metal Reinforcement	$3,033.14
Steel Handrail	1,464.65
Nails	45.00

Lumber

New Lumber	195.00
Forms (already built)	256.00
Storage Buildings	240.00
Falsework Piling	163.00
Total	$5,396.79

All of this material is at the job site. In order to hold it until after the emergency, the metal reinforcing, steel handrail, and nails should be hauled to Newport and stored in our maintenance yard. This will cost approximately $200.00, making a total salvage on material of $5,196.79.

The total salvage to the State would therefore be approximately $9,406.18. The total payment to the contractor under the agreement is $11,807.95, making a net loss to the State of $2,401.77. It is probable that, even had foundation conditions permitted the completion of the job this season, the adjustment to the contractor due to increased labor and material costs for the completion of the work would have equalled or exceeded this sum.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM

RECEIVED
AUG 21 1942
FOR FILING

August 18, 1942

Hansen & Rowland, Inc.
General Agents
Tacoma, Washington

Gentlemen: Attn. A. Van R Schermerhorn
Mgr. Surety Bond Dept.

I am returning to you, herewith, in triplicate, an agreement between the State Highway Commission and Harry I. Hamilton, with respect to termination of Mr. Hamilton's contract No. 2486, with the State Highway Commission, for the construction of a certain bridge over Spencer Creek, on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County, Oregon.

You state in the first paragraph of your letter that this agreement has been approved by you as surety; however, you inadvertently overlooked signing the agreements as such surety, although the corporate seal is affixed to each copy.

Will you kindly have them signed by an Attorney-in-Fact, and countersigned by a resident agent authorized to represent the company in the State of Oregon, and then return all three copies for further handling.

Thanking you, I remain

Very truly yours,

Secretary

HEG:BS

BY SECRETARY

Follow this up

Returned 8-20-42 H.E.G.

NOTED
D. G. DeSart

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

M. T. HANSEN, Pres.
I. C. ROWLAND, Sec'y.

August 17, 1942

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: HARRY I. HAMILTON - CONTRACT 2486 - Construction of Spencer Creek Bridge in Lincoln County.

We are enclosing herewith, in triplicate, Agreement terminating the above captioned contract, which has been approved by us as surety.

We will appreciate your sending us a copy of the same for the completion of our file.

Very truly yours,

HANSEN & ROWLAND, INC.
General Agents

A. Van E. Schermerhorn

A. VAN E. SCHERMERHORN,
Mgr. Surety Bond Dept.

EL:Encs. 3

RECEIVED
AUG 1942

ANSWERED
H B [illegible]SYER

RECEIVED
JUL 21 1942
FOR FILING

98-2

July 20, 1942

Portland Wire & Iron Works
4644 S. E. Seventeenth Avenue
Portland, Oregon

Gentlemen:

We have your letter of July 17 inquiring as to the status of Harry I. Hamilton's contract No. 2486 for construction of a 182-foot concrete viaduct over Spencer Creek on the Oregon Coast Highway, in Lincoln County.

There has been paid to date for work done to January 15, the amount of $7,001.46, and we are holding a retained percentage of $1,235.55. We have allowed the contractor $1,317.12 for the ornamental handrail that he has on the job but, of course, we have paid him to date only 85 per cent of this amount, the other 15 per cent being included in the above mentioned retained percentage.

I believe that Mr. Reeves, of our Bridge Department, has discussed the status of this job in more detail with you by telephone.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. G. DeSart

LANCASTER 2198

PORTLAND WIRE & IRON WORKS

ESTABLISHED 1892

ORNAMENTAL IRON AND WIRE WORK

FENCE AND WIRE DISTRIBUTORS

4644 S. E. SEVENTEENTH AVENUE

PORTLAND, OREGON

July 17, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: Spencer Creek Bridge
Oregon Coast Highway
Lincoln, County

2486

We furnished the ornamental hand rail for the above job and to date we have not received our full payment on same: therefor, we would appreciate your letting us know the status of this job.

Very truly yours,

PORTLAND WIRE & IRON WORKS,

By A. L. Lester

ACL: GM

Hand rail
1317.12 -15%

RECEIVED
JUL 6 1942
FOR FILING

July 2, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen:

In accordance with your letter of June 26, you are advised that contract No. 2486, Harry I. Hamilton, has not yet been completed. There has been paid, for work done to January 15, 1942, the amount of $7,001.46.

This work is now 36% completed and it is anticipated that it will be completed about August 31, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

NOTED
D. G. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

June 26, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: H. I. Hamilton
Contract #2486

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

RECEIVED
DEC 13 1941

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

December 12, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. SN-FAP 98(3)
Spencer Cr. Br., Miner Cr.-
Spencer Cr. Sec., Oregon Coast
Hwy.

98-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

Iron

wa4pr-12688

Form P. R. 2

State [redacted]

Federal Aid Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of [redacted] hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [redacted] day of [redacted], 19[redacted], a project statement, which was approved on the [redacted] day of [redacted], 19[redacted], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for [redacted] said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [redacted] day of [redacted] 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [redacted]

dollars ($[redacted]) as the share of the United States payable under said act on account of [redacted] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State a[illegible] (Include date and citation of act of legislature by which authorized)

(b) From other sources [illegible] (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between [illegible]

[illegible] County, project No. [illegible] containing [illegible] miles in length and [illegible] miles in length.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted] of said project shall not in any event exceed the sum of [redacted] dollars ($[redacted]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($[redacted]), the approved total estimated cost [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [redacted]

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted]

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 25 1941, 19__

[redacted]
(Official title of Highway Department)

By Henry F. Cabell

[redacted]
(Title of officer)

By [signature]

[redacted]
(Title of officer)

By _____

[redacted]
(Title of officer)

By _____

(Title of officer)

By _____

(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By [signature]
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible] (3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 25,113.00 as the total estimated cost of said project, and the sum of $ 14,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and NOV 25 194[illegible]

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
OCT 31 1941
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
17 1941
COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon SN-FAP 98 (3)
Spencer Creek Bridge on
Oregon Coast Highway

POST OFFICE BUILDING
PORTLAND, OREGON

October 16, 1941

98-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
SEP 19 1941
FOR FILING

98-3

#2486

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Spencer Creek Bridge, Project No. SH-FAP 98 (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 98 (3)

SPENCER CREEK BRIDGE ON THE

OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 9, 1941

Bridge (Sta. 720+09 to 721+91)

All Required		Shoring, Cribbing, Etc.		$ 1,120.00
280	cu. yds.	Structural Excavation	$ 1.00	280.00
10	cu. yds.	Structural Excavation Below Plans	5.00	50.00
2,300	lin. ft.	Furnish Untreated Piles	.20	460.00
84	emly	Drive Untreated Piles	10.00	840.00
520	cu. yds.	Class "A" Concrete	25.00	13,000.00
84,000	lbs.	Metal Reinforcement	.055	4,620.00
180	lbs.	Copper	1.00	180.00
380	lin. ft.	Metal Handrail	6.00	2,280.00
			Subtotal	$ 22,830.00
			10% Engr. & Cont.	2,283.00
			Total	$ 25,113.00

Length .034 mile

Federal Aid Funds-	$ 14,200.00
State Funds-	10,913.00
	$ 25,113.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
JUL 12 1941
FOR FILING

98 - 3

July 11, 1941

Harry L. Hamilton
Route 4, Box 181
Eugene, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 1486, which was awarded to you on June 13, 1941, by the State Highway Commission covering the Spencer Creek Bridge in Lincoln County on the Oregon Coast Highway. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

GL Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 12 1941
FOR FILING

98-3

July 11, 1941

Hanson & Rowland, Inc.
1312 Public Service Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2456, which was awarded to Harry I. Hamilton by the State Highway Commission on the Spencer Creek Bridge in Lincoln County, on the Oregon Coast Highway. This contract was awarded June 13, 1941.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

OA Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 23 1941
FOR FILING

98-3

June 21, 1941

Mr. Mike Schroeder
Glenedan Beach, Oregon

Dear Sir:

This will acknowledge receipt of your letter of June 19 and advise that the State Highway Commission, on June 13, awarded the contract for the Spencer Creek Bridge, on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County, to Harry I. Hamilton, Route 4, Box 161, Eugene.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

Glendale Beach Ore
June 19-41

RECEIVED
JUN 20 1941
STATE HIGHWAY COMMISSION

Dear Sir
Would like to
let me know who got
the contract to build the
182 ft concrete bridge
close to Spencer creek
in Lincoln Co. I live
close there and would
like to get a job
Thanking you
Yours truly
Mike Sebrouder
Glendale Beach
Ore

a

RECEIVED
JUN 19 1941
FOR FILING

98 - 3

June 18, 1941

Harry L. Hamilton
Route 4, Box 181
Eugene, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2486, which was awarded to you by the State Highway Commission, on June 13, 1941, covering the Spencer Creek Bridge in Lincoln County on the Oregon Coast Highway.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts for hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING

98-3

June 14, 1941

Mr. Harry I. Hamilton
Route 4, Box 168
Eugene, Oregon

Dear Sir:

The State Highway Commission on June 13, 1941, awarded you the contract for construction of the Spencer Creek Bridge on the Miner Creek-Spencer Creek Section of the Oregon Coast Highway, in Lincoln County. This award was based on your low bid of $22,830.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By .

AM Secretary

cc - R. H. Probert
R. S. Pearson

2486

98-3

RECEIVED
JUN 16 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

June 13, 1941

RECEIVED
JUN 16 1941
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project SN-FAP 98 (3), Spencer Creek Bridge on the Oregon Coast Highway, to Harry I. Hamilton, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 31 1941
STATE HIGHWAY ENGINEER

98-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&. E. documents for Oregon Federal Aid Project No. SN-FAP 98 (3), the Spencer Creek Bridge on the Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W. H. LYNCH
District Engineer

May 23, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of form PR 46, to accompany plans and specifications for the Spencer Creek Section, Project No. SH-FAP 98 (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SR-FAP 98 (3)

SPENCER CREEK BRIDGE ON THE OREGON COAST HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 23, 1941

Bridge (Sta. 720+09 to 721+91)

All Required		Shoring, Cribbing, Etc.		$ 500.00
280	cu. yds.	Structural Excavation	$ 2.00	560.00
10	cu. yds.	Structural Excavation Below Plans	5.00	50.00
2,300	lin. ft.	Furnish Untreated Piles	.20	460.00
84	only	Drive Untreated Piles	15.00	1,260.00
520	cu. yds.	Class "A" Concrete	26.00	13,520.00
84,000	lbs.	Metal Reinforcement	.06	5,040.00
180	lbs.	Copper	.60	108.00
380	lin. ft.	Metal Handrail	5.50	2,090.00
		Subtotal		$ 23,588.00
		10% Engr. & Cont.		2,358.80
		Total		$ 25,946.80

S. B. Prehart
Office Engineer

Length .034 mile

Federal Aid Funds	$ 15,830.00
State Funds	10,116.80
	$ 25,946.80

SPENCER CREEK BRIDGE

PROJECT NO. SN-FAP 9B (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

May 23, 1941

PR 46

Bridge (Spencer Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Bridge Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Jan. 31, 1942 Project No. [illegible] 98 (3)

Estimated Total Cost Bridge $ 25,946.80 Length: Miles .034

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	800	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	780	7	Reinforcing steel	Lb.	84,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	11,400
4	Lumber	M.	27	10	Explosives	Lb.	
5	Timber piling	Lft.	2,700				

FAS 75-A-1 West Ranch-Island City Sec., 1941
Summerville-Island City Rd.
#2487 Union Co.

RECEIVED
SEP 17
FOR FILING

FAS - 75 - A

348 D.

September 16, 1948

Mr. T. M. Davis
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon.

Dear Sir:

Reference is to your letter dated August 30, relative to the unsatisfactory condition of a portion of the Island City-Summerville Road, Oregon FAS Project No. 75-A.

You indicated that the maintenance inspection revealed that the westerly three miles of the project was rough and uneven from the spring breakup. This project is oriented north and south and we believe the reference is to the northerly three miles.

At the request of Union County, state highway maintenance forces have patched out the three miles to which we believe you refer and a State Highway Department extra gang oiling crew has recoiled one of these three miles, which we believe restores the surface of the project satisfactorily.

Excess materials from the ditches windrowed on the shoulders will be disposed of.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. W. Stiffler
Assistant State Highway Engineer

WWS/sv
cc Mr. S. B. Morgan
County Engr. Union County
C. H. Armstrong

FORM E-20 10M 6-48 25439

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1948

SUBJECT:

To: Mr. W. W. Stiffler
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

I am returning herewith Record of Assignment No. 348 and a letter addressed to Mr. Baldock from Mr. T. M. Davis, District Engineer, Public Roads Administration, Portland.

In Mr. Davis' letter he complains about the condition of a portion of the Island City-Summerville Road, particularly the West Ranch to Island City Section. I am not sure, from his letter, what portion he refers to, since he says the westerly three miles is rough and uneven. However, this road is a north and south road.

On September 2, I wrote to Mr. S. B. Morgan, County Engineer, requesting his plans in reference to this road. His answer was that the north mile of the project is to be sealed by the Oregon State Highway Department and was patched by our crew. They were also patching an additional two miles, beginning September 7 of this year, and will finish the job within a few days.

This does not completely answer the request of Mr. Davis, but I am sure that the county does intend to put this road in reasonable condition. However, someone from this office will make a trip to Baker within about 10 days, and I will ask them at that time to make an inspection of the maintenance work, and will give you an additional report at that time.

Very truly yours,

C. H. Armstrong

C. H. Armstrong
Engineer, County and City Relations

CHA:me
Encl.

NOTED
W. W. STIFFLER

Office of
COUNTY ENGINEER
Court House
La Grande, Oregon

COPY

September 7, 1948

Oregon State Highway Commission
Salem, Oregon

Refer File:
FAS Project #75A

Attention: Mr. C. H. Armstrong
Engineer, County and City Relations

Gentlemen:

In reply to your letter in regard to the North three (3) miles of the Hunter Lane project.

The Oregon State Highway Department is putting on a seal on the North mile of this project which was patched by the Oregon State Highway crew and paid for by the County.

The patching crew started on the other two (2) miles September 7, 1948 and will finish this job in a couple of days.

Very truly yours,

(sgd) S. B. Morgan
b.
County Engineer

SBM:b

NOTED

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
Portland
A. W. SCHAUPP, MEMBER
Klamath Falls
BEN. R. CHANDLER, MEMBER
Coos Bay

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

September 2, 1948

COPY

Mr. S. B. Morgan
County Engineer of Union County
La Grande, Oregon

Dear Sir:

A recent P.R.A. inspection of FAS Project No. 75-A, extending from Island City toward Summerville, a distance of 7.79 miles, states:

"....that the westerly three miles is very rough and uneven from breakup and rough patching. It appears that the only remedy for this condition is a heavy seal or possibly a blade seal to correct the irregularities. We would like to know if the County has any plans to improve this condition, which represents a marked deterioration from the surface as constructed.

"The ditches have been opened with a blade, but material is bermed on the shoulder and interferes with drainage. It is believed that for proper drainage this material should be removed."

Will you please advise me, at your earliest convenience, what your plans are for this year in reference to this project, so that I may advise the Public Roads Administration of the situation.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. H. Armstrong
Engineer, County and City Relations

CHA:ms

NOTED
J. F. HAGEMANN

COOS BAY
BEN. S. CHANDLER
KLAMATH FALLS
W. M. SCHAUPP, MEMBER
BURNS
I. H. BANFIELD, CHAIRMAN
CORNUCOPIA
COMMISSIONERS

ASSIGNMENT No. 348
VWS

DESCRIPTION: Letter from FRA, 8/30, re inspection of Island City-Summerville Road, West Ranch to Island City

DATE: September 1, 1948 ASSIGNED TO: C. H. ARMSTRONG

☒ Investigation and report to this office
☐ Reply direct with copy to this office
☐ Return with drafted reply
☐ Comment or recommendation and return to this office
☐ Investigation and such action as is necessary
☐ Please prepare reply for my signature
☐ Assignment executed Date_____

☐_____

REPORT RECEIVED: 9-13-48 cw.

REMARKS:

P. O. BOX 3366
PORTLAND 8, OREGON

~~Project~~ No. 75-A, Island City-Summerville Road, West Ranch to Island City, was made on August 21, 1948.

The report of inspection states that the westerly three miles is very rough and uneven from breakup and rough patching. It appears that the only remedy for this condition is a heavy seal or possibly a blade seal to correct the irregularities. We would like to know if the County has any plans to improve this condition, which represents a marked deterioration from the surface as constructed.

The ditches have been opened with a blade, but material is bermed on the shoulder and interferes with drainage. It is believed that for proper drainage this material should be removed.

Very truly yours,

T. M. DAVIS
District Engineer

S.P. Morgan

NOTED
J. F. HAGEMANN

RECEIVED
SEP 2 1948
ENGINEER
COUNTY & CITY ROADS

RECEIVED
AUG 31 1948
OREGON
STATE HIGHWAY COMMISSION

NOTED
Harold

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DIVISION EIGHT

ALASKA
MONTANA
OREGON
IDAHO
WASHINGTON

P. O. BOX 3900
PORTLAND 8, OREGON

August 30, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAS Project No. 75-A, Island City-Summerville Road, West Ranch to Island City, was made on August 21, 1948.

The report of inspection states that the westerly three miles is very rough and uneven from breakup and rough patching. It appears that the only remedy for this condition is a heavy seal or possibly a blade seal to correct the irregularities. We would like to know if the County has any plans to improve this condition, which represents a marked deterioration from the surface as constructed.

The ditches have been opened with a blade, but material is bermed on the shoulder and interferes with drainage. It is believed that for proper drainage this material should be removed.

Very truly yours,

T. M. DAVIS
District Engineer

NOTED
J. F. HAGEMANN

S.P. Morgan

RECEIVED
SEP 2 1948
ENGINEER
COUNTY & CITY ROADS

RECEIVED
AUG 31 1948
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 23 1941
FOR FILING

Stencil No. 124
FAS 75-A-1

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

December 19, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. FAS 75-A (1)
West Ranch-Island City Sec.
Summerville-Island City
Co. Road

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

Wayfr-18752

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 75-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 606, 74th Congress);

Whereas the Highway Department of said State submitted on the 11th day of May, 19 41, a project statement, which was approved on the 24 day of June, 19 41, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of May 19 41; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-two thousand, three hundred eighty and no/100

dollars ($ 32,380.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State [illegible] (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 113+10 in the S 1/2 of Sec. 36, T. 2 S., R. 3E W., W. M., at a connection with Federal-aid Project 30-A, and survey station 538+30 in the NE 1/4 of Sec. 27, T. 1 S., R. 3E W., W. M.,

, length 7.798 miles, in Salem County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 73, consisting of 7.798 miles of roadway and no bridges, each of more than 20 feet clear span,

10—11370 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of [illegible] dollars ($[illegible]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [illegible] dollars ($53,076.65), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [illegible]

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [illegible]

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [illegible]

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11879

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 21 1941, 19__

GEORGIA STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L Cabell
Chairman, State Highway Commission
(Title of officer)

By [illegible]
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 75-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 53,076.65 as the total estimated cost of said project, and the sum of $ 32,380.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and NOV 21 1941

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10180

RECEIVED
DEC 17 1941
FOR FILING

FAS 75-A-1

R

December 16, 1941

Morris Bros.,
303 Hoge Building
Seattle, Washington

Gentlemen:

The State Highway Commission, at its meeting on November 17, 1941, granted you the extension of time requested from September 30 to October 10, 1941, without penalty, in connection with contract No. 2487, for surfacing and oiling the West Ranch-Island City Section of the Summerville-Island City County Road, in Union County.

Very truly yours,
STATE HIGHWAY COMMISSION
By
Secretary

KR
cc: Paul VanDorp

RECEIVED
DEC 16 1941
FOR FILING

FAS 75-A-1

December 15, 1941

United Pacific Insurance Company
Je Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2487 for surfacing and oiling the West Ranch-Island City Section of the Somerville-Island City County Road, in Union County, has been completed by the contractor, Morris Brothers, and that final settlement will be made on or after December 26, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $48,255.08, including final payment, and that no force account work was performed therein. This contract was completed on October 7, 1941, and was accepted by the State Highway Commission on November 17, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM Secretary

NOTED
D. G. DeSart

RECEIVED
NOV 2 1 1941
FOR FILING

FAS - 75-9-1

October 27, 1941

Mr. F. B. Donaldson
Assistant Vice President
Peoples National Bank of Washington
Seattle, Washington

Dear Sir:

This acknowledges receipt of your letter of October 23 inclosing two assignments, in triplicate, of Morris Brothers whereby there is assigned to the Peoples National Bank of Washington moneys due Morris Brothers under Estimate No. 3 on state highway contract No. 2462 in the amount of $17,162.10, and Estimate No. 3, semi-final, owing to Morris Brothers in the amount of $18,241.24, under state highway contract No. 2487.

We shall be pleased to honor each of these assignments subject to the provisions of Section 100-119, O. C. L. A., and I am bringing the assignments to the attention of our auditor for his information in preparing the vouchers covering the above-mentioned payments.

As requested, the warrants will be mailed to the Peoples National Bank of Washingtom, attention Main Office, Note Department.

Very truly yours,

HBG:AM

Secretary

cc - Carl Smith

Mr. Smith: Mr. Devers has approved both of these assignments so will you please honor them in preparing the vouchers designated therein. I have not verified the amounts so if there is any discrepancy please let me know. The attached are twl copies of each of these assignments. The original of each I have retained.

H. B. GL.

Main Office

PEOPLES NATIONAL BANK OF WASHINGTON

1414 Fourth Avenue
Seattle, Washington

October 23, 1941

State of Oregon Highway Commission
SALEM, Oregon

Gentlemen:

We enclose two Assignments in triplicate by Norris Brothers in our favor as follows:

Assignment of claim for $17,162.10 due on Estimate No. 3, Oregon State Highway Contract No. 2462, Prefix No. 113-1017-201(46) in Frenchglen Secondary, Hanley Lane, dated October 14, 1941, and is for the period from September 10, 1941, to October 10, 1941; and

Assignment of claim for $18,241.24 due on Estimate No. 3 Semi Final, Oregon State Highway Contract No. 2487, Prefix No. 231-1013-201(46) in Summerville-Island City County Road, West Ranch-Island City, dated October 15, 1941, and is for the period from September 10, 1941 to October 7, 1941.

Kindly mail the warrants in payment of these claims to us, Attention - Main Office, Note Department.

Very truly yours,

(Signed) F. B. Donaldson
Assistant Vice President

WKM:kg
encls.

(Original filed on Contract No. 2462.)

RECEIVED
NOV 1
FOR FILING

FAS 75-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 75-A (1), West Ranch-Island City Section of the Summerville-Island City Road, was made by a representative of this office on October 21, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV - 4 1941

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FAS-75-A-1

La Grande, Oregon
November 3, 1941

Subject: West Ranch-Island City Project

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Under date of October 24th you forwarded to me a letter from Mr. W. H. Lynch in which he advised that approval of Federal Aid Project No. FAS 75-A (1), West Ranch-Island City section, was contingent upon the placing of reflectorized warning signs at all bridges having a width of less than 20-feet. Please be advised that all bridges except one on this project were replaced by large size culvert pipes with a minimum road bed width of 26-feet. The one bridge not so replaced was widened to a width of 24-feet between hand rails, or 23-feet between fellow guards. Therefore, no reflectorized warning signs will be required.

Very truly yours,

W. C. WILLIAMS
Division Engineer

WCW:lm

cc: H. G. Smith

RECEIVED
OCT 31 1941
FOR FILING

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 24, 1941

FAS-75-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Secondary Project No. FAS 75-A (1), West Ranch-Island City. Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Approval was made subject to the condition that the existing bridges having a roadway width less than 20 feet shall have reflectorized warning signs and reflector buttons placed in accordance with the requirements of General Administrative Memorandum No. 102.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Copy sent to Williams.

RECEIVED
OCT 17 1941
FOR FILING

FAS-75-A-1

R

October 16, 1941

United Pacific Insurance Co.
Jo Strayan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Morris Bros., 303 Hoge Building, Seattle, Washington, on contract No. 2487 covering 7.79 miles surfacing and oiling on the West Ranch-Island City Section of the Summerville-Island City County Road, in Union County. This payment, in the amount of $18,241.24, will be made on or after October 27, 1941. The retained percentage is $1,442.35.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. C DeSart

Form E-1—5M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY — No. 8 final

FAS-75-A-1

For Week Ending October 11, 19 41

Section West Ranch-Island City

Kind of work Surfacing and oiling

Highway Summerville-Island City

Section prefix 231-1013

Contractor Norris Bros.

Contract number 2487

Date of contract June 13 8, 19 41

Date of completion September 30, 19 41

Date work started August 8, 19 41

Estimated date of completion ....., 19.....

Amount of contract . . . . . $ 48,251.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 48,078.38

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $....., ... %

Date project was completed October 7, 19 41

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project was completed on October 7. The final estimate is completed and has been sent in.

NOTED
RAY WEBBER

NOTED
[illegible]

NOTED
[illegible] BOOTH

Signed [signature]

Address La Grande Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		7.81		7.81	
Miles partially completed					
Miles completed		7.81		7.81	
Total estimated quantities		26,3000		4,300	
Estimated quantities moved or placed to date		26,3000		4,300	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	clear		
Saturday	"		

STATE PRINTING DEPT.

Letter from Bank and voided assignment given to DeSart to put in contract.

a.m.

RECEIVED
SEP 30 1941
FOR FILING

R

FAS 75-P-1

September 29, 1941

Peoples National Bank of Washington
1414 Fourth Avenue
Seattle, Washington

Attention: F. A. Strack, Executive Vice President

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of September 26 releasing the September payment to Morris Brothers in connection with their contract No. 2487 with the Oregon State Highway Commission for construction of the West Ramsey-Island City Section of the Summerville-Island City County Road, said payment being in the amount of $24,344.79.

In accordance with your letter, a warrant is being mailed to Morris Brothers today.

Very truly yours,

HEG:AK

Secretary

cc - Carl Smith

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SEP 19 1941
FOR FILING

FAS - 154-1

#2487

R

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate basis for project agreement for the West Ranch-Island City Section, Project No. FAS 75-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rank/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 73-A (1)

WEST RANCH-ISLAND CITY SECTION OF THE

ISLAND CITY-CRANDEVILLE ROAD IN UNION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1941

18,200	cu. yds.	Selected Roadbed Topping	$ .30	$ 5,460.00
81,000	yd. mi.	Hauling Roadbed Topping	.10	8,100.00
8,100	tons	1" - 0" Crushed Gravel in Base	1.60	12,960.00
800	M-gals.	Sprinkling	1.50	1,200.00
7.81	miles	Preparation of Base	150.00	1,171.50
1,100	tons	3/4" - 0" Screened Gravel in Binder Course	2.10	2,310.00
3,200	tons	Furnishing and Placing Aggregate	2.50	8,000.00
210	tons	Furnishing and Placing MC-3 Asphalt	25.00	5,250.00
152	tons	Furnishing and Placing 151-200 Asphalt	25.00	3,800.00
			Subtotal	$48,251.50
			10% Engr. & Cont.	4,825.15
			Total	$53,076.65

Length	7.791 miles
Cost per mile	$ 6,812.55

FAS Funds-	$32,380.00
State Funds-	20,696.65
	$53,076.65

Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939
Funds for Maintenance: Chap. 329, laws 1939

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FAS 75-H-1

P

July 11, 1941

Morris Brothers
Buffington, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2487, which was awarded to you on June 13, 1941, by the State Highway Commission covering the West Rumble-Island City Section of the Summerville-Island City County Road in Union County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

CA Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 12 1941
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FAS 75-A-1

July 11, 1941

Mr. Sturgess
Board of Trade Building
Portland, Oregon

Dear Mr. [illegible]

We are sending you today by express a fully executed copy of Contract No. 2487, which was awarded to Morris Brothers by the State Highway Commission on the West Rainier-Island City Section of the Somerville-Island City County Road in Union County.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

OA Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 19 1941
FOR FILING

FAS 75-A-1

June 30, 1941

Mr. H. H. Lynch, District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. T. M. Doyle

Dear Sir:

Herewith three copies of an agreement executed by the Highway Commission and the County Court of Union County covering right of way and maintenance on a section of the Island City-Summerville County Road in Union County, Project FAS 75-A (1). Also, three copies of a resolution relative to encroachments and traffic for the same section of road.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:JT
Encls.

cc: J. W. Nash

RECEIVED
JUN 18 1941
FOR FILING

75-A-1

June 17, 1941

Morris Brothers
Burlington
Washington

Gentlemen:

We are sending you today by express four copies of contract No. 2487, which was awarded to you by the State Highway Commission on June 13, 1941, covering the West Ramah-Island City Section of the Summerville-Island City Road in Union County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

OA Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 16 1941
FOR FILING

FAS 75-A-1

June 14, 1941

Morris Brothers
Burlington, Washington

Gentlemen:

The State Highway Commission on June 13, 1941, awarded you the contract for 7.79 miles surfacing and oiling on the West Ranch-Island City Section of the Summerville-Island City County Road, in Union County. This award was based on your low bid of $43,251.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM Secretary

cc - S. H. Probart
S. H. Parsons

FAS 75-A-1

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JUN 16 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
JUN 16 1941
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

June 13, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 75-A (1), West Ranch-Island City Section of the Summerville-Island City Road, to Norris Bros., Burlington, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

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FAS 75-A-1

R

June 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirt

For your information, we are sending herewith a signed copy of a letter from the County Court of Union County agreeing to widen the existing roadbed on the West Ranch-Island City Project, FAS 75-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

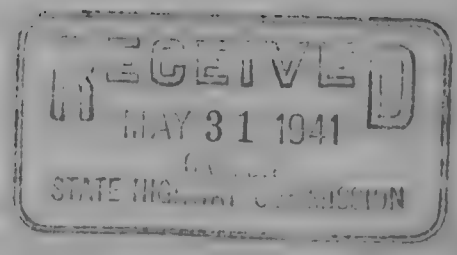
Encl.

County Court of Union County

La Grande, Oregon

May 28, 1941

FROM THE OFFICE OF
U. G. COUCH, COUNTY JUDGE



Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock,
State Highway Engineer

Gentlemen:

We, The County Court of Union County, Oregon hereby agree to make the following improvements on the West Ranch Island City Section of the Summerville Island City County Road. The said section is from station 118+34.0 to station 530+50.0.

We will widen the above section to a twenty-six foot roadbed and widen all the bridges to a twenty-four roadway. The widening of the roadbed and bridges will start June 2.

Very truly yours,

U. G. Couch
County Judge

Chris Johnson
County Commissioner

Alex McKenzie
County Commissioner

REFERRED TO
[illegible]
By Chief Engineer
Send copy to Tyrell

FAS 75-A-1

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FOR

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

RECEIVED
MAY 31 1941

MONTANA
OREGON
WASHINGTON

May 29, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Project No. 75-A (1), the West Ranch-Island City Section of the Island City-Summerville Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld until the project statement is approved.

Very truly yours,

W. H. LYNCH
District Engineer

42-0

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 75-A (1)

WEST RANCH-ISLAND CITY SECTION OF THE

ISLAND CITY-SUMMERVILLE ROAD IN UNION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 26, 1941

18,200	cu. yds.	Selected Roadbed Topping	$ 0.30	$ 5,460.00
81,000	yd. mi.	Hauling Roadbed Topping	0.10	8,100.00
8,100	tons	1" - 0" Crushed Gravel in Base	1.25	10,125.00
800	M-Gals.	Sprinkling	1.50	1,200.00
7.81	miles	Preparation of Base	100.00	781.00
1,100	tons	3/4" - 0" Screened Gravel in Binder Course	1.40	1,540.00
3,200	tons	Furnishing and Placing Aggregate	2.30	7,360.00
210	tons	Furnishing and Placing RC-3 Asphalt	26.00	5,460.00
152	tons	Furnishing and Placing 151-200 Asphalt	26.00	3,952.00
		Subtotal.....		$43,978.00
		10% Engr. & Cont.....		4,397.80
		Total.....		$48,375.80

Length..... 7.791 miles
Cost per mile.... $6,209.19

FAS Funds.....	$23,510.00
State Funds.....	18,805.80
	$48,375.80

[redacted]

[redacted]

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By S. H. Probert

S. H. Probert
Office Engineer

May 26, 1941

PR 46

Roadway (West Ranch-Island City)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. FAS 75-A (1)

Estimated Total Cost Rdwy. $ 48,375.80 Length: Miles 7.791

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	6,000	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

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FAS 75-A-1

May 13, 1941.

Hunter Lane Project 3d

Mr. H. G. Smith
Mr. S. M. Probert

The Commission authorized the Engineer to advertise the Hunter Lane Project for bids at the June meeting.

C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

COPY

OREGON
STATE HIGHWAY COMMISSION

SALEM

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

32

IN REPLY PLEASE REFER TO FILE NO

April 11, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

On February 4, 1941, you informed us that the Commissioner of Public Works had approved the First Partial Oregon 1942 Federal Aid Secondary Program dated January 21, 1941, "with the exception of Federal Aid Secondary Project FAS 75-A (1)." The project referred to is on the West Ranch-Island City Section of the Hunters Lane County Road in Union County.

It is our understanding that the project was excepted in the approval for the reason that your District Office had not, up to that time, had opportunity to examine the project, and that consideration would be given the project later.

We believe the project to be a meritorious one, and we would like to include the project in a letting to be held about June 12. Accordingly, we request that the project be now considered for inclusion in the Program.

If any further action on our part is required, please advise.

Very truly yours,

R. H. Baldock
Chief Engineer

per actions & agreements for June meeting

C.P.

SN-FAP 194-F-1	Astoria (Astor St.- Bond St.) Sec., Oregon Coast Hwy.	1941
#2488		

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APR 10 1943

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

124-F-1

April 9, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 194-F (1)
Astor St.-Bond St. (Astoria) Section
Columbia River Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Oregon Federal Aid Project No. SN-FAP 194
Section F(1)

Wa 4pu 12685

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 1, 1941 by The Oregon State Highway Commission, and on November 25, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 194, Section F(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $16,800.00 to $22,657.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-two thousand, six hundred fifty-seven and 00/100 dollars ($22,657.00) as the share of the United States payable under said act on account of Section F(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read;

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F(1) of said project shall not in any event exceed the sum of twenty-two thousand, six hundred fifty-seven and 00/100 dollars ($22,657.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-nine thousand, six hundred twenty-four and 10/100 dollars ($29,624.10), the approved total estimated cost of Section F(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on January 19, 1943, and the Administrator on MAR 22 1943.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By
Member, State Highway Commission

By
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By
Acting Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 194
Section F(1)

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-PAP 194-F(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 29,624.10 in lieu of the $16,800.00 approved by Certificate dated November 25, 1941 as the total estimated cost of said project, and the sum of $ 22,657.00 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and MAR 22 1943

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. _____

January 14, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

194-F-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 194-F (1)
Astoria (Astor St.-Bond St.) Section
Oregon Coast and Columbia River Hwys.

Dear Sir:

We are forwarding herewith two copies of proposed/modified project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JAN 15 1943
STATE HIGHWAY COMMISSION

for

RECEIVED
SEP 16 1942
FOR FILING

194-F-1

September 16, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of September 14, 1942, we are enclosing herewith an excerpt from the minutes of the meeting on December 8, 1941 of the State Highway Commission, granting an extension of time for work performed under Contract No. 2488 on the Astoria (Astor St.-Road Sta.) Section, Project No. ~~S~~-FAP 194-F (1).

We are likewise enclosing one copy of page number 2 of the explanations of overruns and underruns of the contract items. This page was inadvertently overlooked when submission of the final voucher was made, and contains the explanations for the variations in the quantities of Class "B" Asphaltic Concrete, Concrete Catch Basins and Concrete Driveways.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Rush/ER

Encl.

EXCERPT FROM MINUTES OF MEETING ON DECEMBER 18, 1941

OF THE OREGON STATE HIGHWAY COMMISSION

The United Contracting Company, contract No. 2488, for grading and paving the Astoria (Astor Street-Bond Street) Section of the Oregon Coast Highway, in Clatsop County, requested an extension of time, from August 31 to October 18, 1941, within which to complete this job. It alleged that its failure to complete the project within the specified time limit was due to compliance with the provisions of the specifications which would not permit it to commence work prior to July 15, 1941, in order to give the State Highway Commission time to effect the removal of certain buildings located within the right of way. The Engineer confirmed the reasons given by the contractor for failure to complete the project within the specified time limit. He recommended, in view of the circumstances, that the extension of time requested be granted without penalty. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 14, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Will you please furnish four copies of the customary excerpts from the Highway Commission's minutes regarding the extension of contract time granted the United Contracting Company in connection with your contract No. 2488, to accompany the final voucher for Oregon SN-FAP 194-F (1), the Astor St.-Bond St. (Astoria) Section of the Columbia River Highway.

Will you please also explain the overrun in quantity of Class "B" asphaltic concrete and the underruns in quantities of catch basins and driveways.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

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124-F-1

September 5, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Astoria (Astor St.-Bond St.) Section, Project No. SN-FAP 194-F (1), in which estimate the Federal Aid funds have been increased to $22,657.00.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. [illegible] 194-F (1)

ASTORIA (ASTOR ST.-DUANE ST.) SECTION OF THE

OREGON COAST AND COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 3, 1942

44' Roadway (Sta. 54+75 to 57+19) (Sta. 64+25 to 76+00)

260	sq. yds.	Removal of Pavement	$ .50	$ 130.00
6	only	Adjusting Manholes	15.00	90.00
11	only	Adjusting Catch Basins	6.50	71.50
2	only	Adjusting Lamp Poles	10.00	20.00
840	tons	Class "F" Asphaltic Concrete	6.75	5,670.00
420	tons	Class "G" Asphaltic Concrete	6.75	2,835.00
		Subtotal		$8,916.50
		10% Engr. & Cont.		908.65
		Total		$9,995.15

Length	0.837 mile	
Cost per mile	$33,891.63	

36' Roadway (Sta. 57+19 to 64+25)

All Required		Removal of Buildings		$1,100.00
All Required		Clearing and Grubbing		400.00
800	sq. yds.	Removal of Walks	$ .25	200.00
750	lin. ft.	Removal of Curbs	.15	112.50
5	only	Removal of Catch Basins	10.00	50.00
70	cu. yds.	Structural Excavation, Unclassified	1.25	87.50
6,600	cu. yds.	Embankment in Place	.65	4,290.00
270	lin. ft.	6" Sewer Pipe	.65	175.50
1	only	Adjusting Catch Basin	6.50	6.50
4	only	Adjusting Lamp Poles	10.00	40.00
7	only	Concrete Catch Basins	25.00	175.00
1,000	lin. ft.	Concrete Curb and Gutter	1.25	1,250.00
100	sq. yds.	Concrete Driveways	2.50	250.00
750	sq. yds.	Concrete Walks	1.80	1,350.00
1,200	lin. ft.	Expansion Joints in Concrete Walks	.10	120.00

1,800	tons	3" - 0" Materials in Base	$ 1.40	$ 1,400.00
350	tons	3/4" - 0" Materials in Base	1.70	595.00
50	M-gals.	Sprinkling	2.00	100.00
600	tons	Class "B" Asphaltic Concrete	6.75	4,050.00
230	tons	Class "C" Asphaltic Concrete	6.75	1,552.50
			Subtotal	$ 17,844.50
			10% Engr. & Cont.	1,784.45
			Total	$ 19,628.95
		Length	.146 mile	
		Cost per mile	$134,444.86	

SUMMARY OF FUNDS EXPENDED

Item	Total Cost	Federal Aid Funds	State Funds
44' Roadway	$ 9,979.15	$ 7,644.00	$ 2,351.15
54' Roadway	19,628.95	15,013.00	4,615.95
	$ 29,624.10	$ 22,657.00	$ 6,967.10

State Funds for Construction: Chap. 273, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maintenance: Chap. 529, Laws 1939.

194-F-1

R H BALDOCK

February 17th, 1942

FINAL COST ANALYSIS

Astoria (Aster St.-Bond St.) — Oregon Coast Highway
Contract No. 2488 — Grading and Asphaltic Concrete — Prefix 4-1045
United Contracting Co., Contractors
L. D. Mars, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
*Removal of Buildings	$444.12	All				$1,100.00
*Clearing & Grubbing	383.03	All				400.00
Removal of Walks	173.70	704.6	Sq. Yd.	$0.24	$0.25	176.15
" " Curbs	99.04	761.9	Lin. Ft.	0.13	0.15	114.29
" " Catch Basins	48.00	5	Each	9.60	10.00	50.00
Str. Excavation, Unclass.	59.51	30.3	Cu. Yd.	1.96	1.25	37.88
*Embankment in Place	4,237.95	6,163.2	" "	0.69	0.65	4,006.15
6" Sewer Pipe	58.64	142	Lin. Ft.	0.41	0.65	92.30
Adjusting Manholes	85.10	7	Each	12.30	15.00	105.00
" Lamp Holes	70.00	7	"	10.00	10.00	70.00
" Catch Basins	67.00	10	"	6.70	6.50	65.00
Concrete " "	34.60	2	"	17.30	25.00	50.00
" Curb & Gutter	1,159.16	919.4	Lin. Ft.	1.26	1.25	1,149.25
" Driveways	95.61	46.7	Sq. Yd.	2.05	2.50	116.75
" Walks	1,018.38	769.6	" "	1.41	1.80	1,385.28
Exp. Joints in Walks	95.06	1,267.5	Lin. Ft.	0.075	0.10	126.75
3"-0 Mat'l in Base	1,254.60	904.8	Tons	1.38	1.40	1,266.72
3/4"-0 " " "	513.06	270.9	"	1.89	1.70	460.53
Class "B" Asph. Conc.	10,324.13	1,741	"	5.93	6.75	11,751.75
" "C" " "	2,389.43	504	"	5.93	6.75	3,402.00
	$22,610.12					$25,925.80

* Sub-contracted to Tidepoint Co.

NOTED
State Highway Engineer

Astoria Cost Analysis.

Gross Revenue	$25,925.80
Total Cost	22,610.12
Net Profit	$3,315.68

Net Profit Equals 12.8% of Gross Revenue

Astor St.-Bond St.

Detail of Cost

Labor:

Supervision	$397.50	
Labor	5,232.45	
State Industrial Accident Insurance	408.13	
Social Security & Unemployment Ins.	261.62	
		$6,299.70

Materials:

6" Sewer Pipe	142	lin. ft.	at	$0.22	$31.24
Ready Mix Concrete	150	cu. yd.	"	6.40	960.00
½" x 4" Exp. Joints	1,267.5	lin. ft.	"	0.045	57.04
3"-0" Cr. Rock Del. on Job	904.8	tons	"	0.85	769.08
3/4"-0" Cr. Rock Del. on Job	270.9	"	"	1.10	297.99
61-70 Asphalt	92	"	"	7.50	690.00
Freight on Asphalt	92	"	"	10.40	956.80
RC-4 Road Oil	38.76	"	"	11.40	441.86
Freight on Road Oil	38.76	"	"	2.80	108.53
Mineral Aggregate	1,603	cu. yd.	"	1.45 Del. at Plant	2,324.53
Sand	403	cu. yd.	at	1.25 Del. at Plant	503.75
					7,140.82

Equipment Rental & Misc. Supplies:

Equipment Rental (Incl. Repairs)	$1,278.70	
Plant Rental at $0.20 per Ton	449.00	
Plant Parts & Repairs	259.28	
Gas, Oil and Grease and Fuel	777.88	
Misc. Supplies & Small Tools	443.96	
Rental of Plant Site	40.00	
Bond	259.25	
Public Liability Insurance	63.00	
Move In, Freight & Cartage	469.60	
Form Lumber	88.08	
Home Office & General Overhead	777.77	
		4,906.52

Sub-Contractor - Tidepoint Co.:

Remove Buildings	$400.00	
Clearing & Grubbing	350.00	
Embankment in Place - 6,163.2 cu. yd. at $0.57	3,513.08	
		4,263.08
		$22,610.12

Astor St.-Bond St.

Breakdown of Asphaltic Concrete Paving Costs

Item	Cost	Quantity	Unit	Unit Cost
Move In & Set Up	$520.00	2,145	Tons	$0.242
Parts & Repairs	259.28	"	"	0.121
Forms & Fine Grading	360.82	"	"	0.168
Plant Operation	2,275.10	"	"	1.060
Cost of Asphalt	2,197.19	"	"	1.024
Mineral Aggregate	2,828.28	"	"	1.320
Haul to Road - Av. 1.5 Miles	980.21	"	"	0.457
Handle on Street	2,016.98	"	"	0.940
Proratable Costs, Supervision, Overhead and Bond	1,275.70	"	"	0.595
	$12,713.56	2,145	Tons	$5.927

A portable plant with a 1,000-lb. batch capacity mounted on a railroad car was used for mixing. The aggregate was purchased delivered at the plant, and a 20 h.p. cat (A.C.) and dozer was used for feeding the plant. The haul to the street averaged 1.5 miles. The plant operated 116 hours and averaged 18.5 tons per hour.

Astor St.-Bond St.

Remarks:

This contract, which required the grading and paving of .4 of a mile in the City of Astoria, was bid on May 22nd, 1941. The contractor started work on June 18th, and completed on October 18th, 1941.

The contractor subbed the removal of buildings, clearing and embankment to the Tidepoint Co., who completed their work by August 20th. The base rock was delivered to the job by the Tidepoint Co. and placed by the contractor. Ready Mix was used for sidewalks, driveways and curb and gutter.

A 1,000-lb. batch portable paving plant mounted on a railroad car was used for the asphaltic concrete pavement. The aggregate was delivered at the set-up by the Tidepoint Co., and a 20'h.p. A.C. cat and dozer was used for feeding the plant. The plant operated 116 hours and averaged 18.5 tons per hour.

A profit was made on the contract due to a good bid on the paving items.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
FEB 5 1942
FOR FILING

140-F-1

February 5, 1942

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1941, granted you the extension of time requested, from August 31 to October 18, 1941, without penalty, in connection with state highway contract No. 2488 for grading and paving the Astoria (Aster Street-Bond Street) Section of the Oregon Coast Highway, in Clatsop County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. F. R. Bacon

RECEIVED
JAN 16 1942
FOR FILING

194-7-1

January 15, 1942

The Fidelity & Casualty Co. of New York
R. J. O'Meara
1012 Porter Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2488 for work on the Astoria (Astor St.-Bond St.) Section of the Oregon Coast Highway, in Clatsop County, has been completed by the contractor, The United Contracting Company, and that final settlement will be made on or after January 26, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $25,925.80, including final payment, and that no force account work was performed therein. This contract was completed on October 18, 1941, and accepted by the Commission on December 18, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D DeSart

RECEIVED
JAN 14 1942
FOR FILING

194-2-1

January 13, 1942

The Fidelity & Casualty Co. of New York
R. J. O'Meara, Agent
1012 Porter Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to The United Contracting Company, on contract No. 2488 covering grading and paving on the Astor Street-Road Street Section of Astoria on the Oregon Coast Highway, in Clatsop County. This payment, in the amount of $958.17, will be made on or after January 23, 1942. The retained percentage is $779.04.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D DeSart

RECEIVED
JAN - 7 1942
FOR FILING
Stencil No. 8.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

January 6, 1942

194-7-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JAN 7 - 1942
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Final inspection of Oregon SN-FAP 194-F (1), Astoria (Astor St.-Bond St.) Section, Columbia River Highway, was made by a representative of this office on December 30, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 13 1941
FOR FILES

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

December 12, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. SN-FAP 194-F(1)
Astoria(Astor St.-Bond St.)
Sec., Oregon Coast and
Columbia River Hwys.

194-7-1

Mr. ~~R.~~ H. Baldock
State Highway Engineer
Salem, Oregon .

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

For

Wat Pr-12685

Form P. R. 2

State Oregon

Federal Aid Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12 day of Nov., 19 41

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [redacted] day of [redacted], 19[redacted], a project statement, which was approved on the [redacted] day of [redacted], 19[redacted], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section F(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [redacted] day of [redacted] 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [redacted] dollars ($[redacted]) as the share of the United States payable under said act on account of Section F(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State [redacted] Chap. 175, Laws 1927; Chap. 51, Laws 1960; Chap. 529, Laws 1959

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5+075 on Astor Street at 11th and survey station 76+00 on Bond Street between Twelfth and Fourteenth, all in Astoria

_____, length 0.107 of a mile, in Clatsop County, being Section F(1) of Oregon Federal Aid project No. [redacted], consisting of 0.107 of a mile of roadway and [redacted] bridges, [redacted] of more than 20 feet clear span.

[redacted]

16—11370 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F(1) of said project shall not in any event exceed the sum of sixteen thousand, eight hundred and 00/100 dollars ($ 16,800.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-nine thousand, six hundred twenty-four and 10/100 dollars ($ 29,624.10), the approved total estimated cost of Section F(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 326, Laws 1929
*(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11579

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 25 1941, 19__

[redacted]
(Official title of Highway Department)

By Henry F. Cabell

[redacted], State Highway Commission
(Title of officer)

By Thos McClung

[redacted], State Highway Commission
(Title of officer)

By _____

[redacted], State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By C. M. Ferry

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 194-F(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 89,624.10 as the total estimated cost of said project, and the sum of $ 16,800.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and NOV 25 1941

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

RECEIVED
NOV 17 1941
FOR FILING

194-F-1

November 15, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of October 20, concerning control of parking on the Astor Street-Bond Street Project in the City of Astoria, Project SE-FAP 194-F (1).

Control of parking on streets which are designated routes of state highways is vested by law in the State Highway Commission. The Section of state law which covers this point reads as follows:

"Section 24. Complete jurisdiction and control of streets taken over by the highway commission as provided in this act shall be vested in the highway commission and shall extend from curb to curb, or, if there be no regular established curb, then such control shall extend over such portion of the right of way as may be utilized by the highway commission for highway purposes. Responsibility for and jurisdiction over all other portions of such street or road shall remain in the city or town. All cities shall retain the right to grant the privilege to open the surface of any such street or road, but all damage occasioned thereby shall promptly be repaired by the city or town, either itself or at its direction, and the responsibility for the cost thereof shall be upon any such city or town permitting such opening. Cities and towns shall retain the exclusive right to grant franchises over, beneath and upon any such street or road, and to control and regulate such franchises, and the utilization thereof; provided, however, the highway commission shall have the right to utilize any storm sewers thereon or thereunder without cost or charge therefor by the city.

FEDERAL WORK3 AGENCY

PUBLIC ROADS ADMINISTRATION

DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 20, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 194-F (1)
Astoria (Astor St.-Bond St.) Sec.
Oregon Coast and Columbia River Hwys.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

In approving, the Regional Office made the following comment:

> "A width of but 44 feet between curbs including parking areas is hardly adequate for the estimated traffic of 4000 vehicles per day. To relieve the situation as much as possible, we believe that the City should be requested to pass an ordinance requiring parallel parking along these sections where the width is only 44 feet."

We understand that the present practice is to park parallel but are uncertain as to whether this is a legal requirement and whether such control is vested in the highway department when State highways pass through cities, or is entirely in the hands of the municipality. Will you please clarify this point for us.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
OCT 31 1941
FOR FILING

114-71

October 20, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon 55-FAP 19[illegible]-F (1)
Astoria (Astor St.-Bond St.) Sec.
Oregon Coast and Columbia River Hwys.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

In approving, the Regional Office made the following comment:

"A width of but [illegible] feet between curbs including parking areas is hardly adequate for the estimated traffic of [illegible],000 vehicles per day. To relieve the situation as much as possible, we believe that the City should be requested to pass an ordinance requiring parallel parking along these sections where the width is only [illegible] feet."

We understand that the present practice is to park parallel but are uncertain as to whether this is a legal requirement and whether such control is vested in the highway department when State highways pass through cities, or is entirely in the hands of the municipality. Will you please clarify this point for us.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Sr. Highway Engineer

Encls.

H. G. Smith

Form E-1—SH—4-41

18

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

194-7-1

For Week Ending October 18, 1941, 19

Section Astoria (AstOr St. - Bond St.)

Kind of work Grading & Paving

Highway Oregon Coast

Section prefix 4-1045

Contractor The United Contracting Co.

Contract number 2488

Date of contract June 16, 1941, 19

Date of completion August 31, 1941, 19

Date work started " 18 ", 19

Estimated date of completion Oct. 31, 1941, 19

Amount of contract $26,931.00

Per cent of time elapsed 47 days over contract %

Estimated cost of completed project, exclusive of engineering $28,528.24

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 1,950.00, %

Date project was completed October 18, 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the Asphaltic concrete paving on Monday and spent the remainder of the week completing the fill and sloping same.

The concrete sidewalks were completed Friday night.

They will complete the clean-up on Saturday.

Final date of completion October 18, 1941

The sign crew have been changing the signs from the old route to the new.

The striping crew will put the stripe on some time next week.

NOTED H. G. SMITH

NOTED RAY WEBB

NOTED VAN SCOY

RECEIVED OCT 20 1941 DIVISION ENGINEER

RECEIVED OCT 20 1941

Signed L. D. Mars

Address Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week. Retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		0.40			
Miles partially completed					
Miles completed					
Total estimated quantities	6,000 c y			2,220 Ton	660 s y
Estimated quantities moved or placed to date	all			2,244 Ton	all
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	20				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	14					3	17
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	3						3
Men and tractors							

Equipment used during week: Shovels ....., Power graders 1, Rollers 2, Mixers 1, Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers .....

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	Fair		
Wednesday	Showers		
Thursday	Rain		
Friday	Fair		
Saturday	Rain		

STATE PRINTING DEPT.

RECEIVED
SEP 18 1941
FOR FILING

194-3-1

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate in basis for project agreement for the Astoria (Astor Street-Bond Street) Section, Project No. SN-FAP 194-F (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Meek/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. SU-PAP 194-F (1)

ASTORIA (ASTOR ST.-BOND ST.) SECTION OF THE OREGON COAST AND COLUMBIA RIVER HIGHWAYS IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1941

44' Roadway (Sta. 54+75 to 57+19) (Sta. 64+85 to 76+00)

260	sq. yds.	Removal of Pavement	$ .50	$ 130.00
6	only	Adjusting Manholes	15.00	90.00
11	only	Adjusting Catch Basins	6.50	71.50
2	only	Adjusting Lamp Holes	10.00	20.00
880	tons	Class "B" Asphaltic Concrete	6.75	5,940.00
420	tons	Class "C" Asphaltic Concrete	6.75	2,835.00
		Subtotal		$ 9,086.50
		10% Engr. & Cont.		908.65
		Total		$ 9,995.15

Length	0.227 mile
Cost per mile	$ 44,031.63

54' Roadway (Sta. 57+19 to 64+85)

All Required		Removal of Buildings		$ 1,100.00
All Required		Clearing and Grubbing		400.00
800	sq. yds.	Removal of Walks	$ .25	200.00
750	lin. ft.	Removal of Curbs	.15	112.50
5	only	Removal of Catch Basins	10.00	50.00
70	cu. yds.	Structural Excavation, Unclassified	1.25	87.50
6,600	cu. yds.	Embankment in Place	.65	4,290.00
270	lin. ft.	6" Sewer Pipe	.65	175.50
1	only	Adjusting Catch Basin	6.50	6.50
4	only	Adjusting Lamp Holes	10.00	40.00
7	only	Concrete Catch Basins	25.00	175.00
1,000	lin. ft.	Concrete Curb and Gutter	1.25	1,250.00
100	sq. yds.	Concrete Driveways	2.50	250.00
750	sq. yds.	Concrete Walks	1.80	1,350.00
1,200	lin. ft.	Expansion Joints in Concrete Walks	.10	120.00

1,000	tons	3" - 0" Materials in Base	$ 1.40	$ 1,400.00
350	tons	3/4" - 0" Materials in Base	1.70	595.00
50	M-gals.	Sprinkling	2.00	100.00
600	tons	Class "B" Asphaltic Concrete	6.75	4,050.00
230	tons	Class "C" Asphaltic Concrete	6.75	1,552.50
			Subtotal	$ 17,844.50
			10% Engr. & Cont.	1,784.45
			Total	$ 19,628.95

Length .146 mile
Cost per mile $ 134,444.86

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
44' Roadway	$ 9,995.15	$ 5,668.00	$ 4,327.15
54' Roadway	19,628.95	11,132.00	8,496.95
	$ 29,624.10	$ 16,800.00	$ 12,824.10

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
JUL 1 1941
FOR FILING

194-F-1

July 1, 1941

The United Contracting Co.
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of Contract No. 2488 which was awarded to you on June 16, 1941, by the State Highway Commission covering the Astoria (Astor St.-Bond St.) Section of the Oregon Coast Highway in Clatsop County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA

Secretary

NOTED
D. G. DeSart

RECEIVED
OCT 31 1941
FOR FILING

59

194-3-1

June 16, 1941

United Contracting Co.,
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the 0.18 mile of grading and 0.40 mile of paving on the Astoria (Astor Street-Bond Street) Section of the Oregon Coast Highway, in Clatsop County. This award was based on the low bid submitted by you on May 22, in the amount of $26,931.00.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

cc - S. H. Probert

		ORDINARY	
LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegraph or ordinary cablegram

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
JUNE 16, 1943

UNITED CONTRACTING CO.,
311 STOCK EXCHANGE BLDG.
PORTLAND, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING GRADING AND PAVING OF ASTORIA SECTION OF OREGON COAST HIGHWAY IN CLATSOP COUNTY BASED ON BID SUBMITTED BY YOU MAY TWENTY SECOND. CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
May 6, 1941

RECEIVED
MAY 7 - 1941
OREGON
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. SN-FAP 194-F (1), the Astoria (Astor Street-Bond Street) Section of the Columbia River Highway and Oregon Coast Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Copies of the usual town resolution covering encroachments should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

May 2, 1941

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way and three copies of form PR 46, to accompany plans and specifications for the Astoria (Astor St.-Bond St.) Section, Project No. SM-PHP 194-F (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. E. Probert
Office Engineer

Dict. by J. W. Rook/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. [illegible]

ASTORIA (ASTOR ST.-BOND ST.) SECTION OF THE

OREGON COAST AND COLUMBIA RIVER HIGHWAYS IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 2, 1941

44' Roadway (Sta. 54+75 to 57+19) (Sta. 64+85 to 76+00)

260	sq. yds.	Removal of Pavement	$ .40	$ 104.00
6	only	Adjusting Manholes	10.00	60.00
11	only	Adjusting Catch Basins	10.00	110.00
2	only	Adjusting Lamp Holes	7.50	15.00
880	tons	Class "B" Asphaltic Concrete	7.00	6,160.00
420	tons	Class "C" Asphaltic Concrete	7.00	2,940.00
		Subtotal		$ 9,389.00
		10% Engr. & Cont.		938.90
		Total		$ 10,327.90
		Length	0.257 mile	
		Cost per mile	$ 40,186.38	

54' Roadway (Sta. 57+19 to 64+85)

All Required		Removal of Buildings		$ 1,500.00
All Required		Clearing and Grubbing		300.00
800	sq. yds.	Removal of Walks	$ .20	160.00
750	lin. ft.	Removal of Curbs	.10	75.00
5	only	Removal of Catch Basins	5.00	25.00
70	cu. yds.	Structural Excavation, Unclassified	1.50	105.00
6,600	cu. yds.	Embankment in Place	.40	2,640.00
270	lin. ft.	6" Sewer Pipe	.50	135.00
1	only	Adjusting Catch Basin	10.00	10.00
4	only	Adjusting Lamp Holes	7.50	30.00
7	only	Concrete Catch Basins	20.00	140.00
1,000	lin. ft.	Concrete Curb and Gutter	1.50	1,500.00
100	sq. yds.	Concrete Driveways	2.00	200.00
750	sq. yds.	Concrete Walks	1.50	1,125.00

1,700	lin. ft.	Expansion Joints in Concrete Walks	$ .15	$ 180.00
1,000	tons	3" - 0" Materials in Base	2.00	2,000.00
350	tons	3/4" - 0" Materials in Base	2.50	875.00
50	M-gals.	Sprinkling	1.50	75.00
670	tons	Class "B" Asphaltic Concrete	7.00	4,750.00
230	tons	Class "C" Asphaltic Concrete	7.00	1,610.00
		Subtotal		$ 17,645.00
		10% Engr. & Cont.		1,764.50
		Total		$ 19,409.50

Length 0.146 mile
Cost per mile $ 132,941.78

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
44' Roadway	$ 10,337.90	$ 6,300.00	$ 4,037.90
54' Roadway	19,409.50	11,840.00	7,569.50
	$ 29,737.40	$ 18,140.00	$ 11,597.40

ASTORIA (ASTOR ST.-BOND ST.) SECTION

PROJECT NO. SM-FAP 194-F (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

May 2, 1941

PR 46

Roadway (Asteria Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 9, 1941 State Oregon

Completion Date (Est.) Aug. 31, 1941 Project No. [illegible]-WAP 194-F (1)

Estimated Total Cost Roadway $ 57,737.40 Length: Miles .493

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	280	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	1,800	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	31,000	8	Structural steel	Lb.	
4	Lumber	M.	1,000	10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
JUN 18 1941
FOR FILING

194-F-1

June 17, 1941

United Contracting Co.
Portland
Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2488, which was awarded to you by the State Highway Commission on June 16, 1941, covering the Astoria (Astor Street-Bond Street) Section of the Oregon Coast Highway in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

STANDARD TIME INDICATED

RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 18

Postal Telegraph

TELEGRAMS CABLEGRAMS RADIOGRAMS

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBO(01) SERVICE SELECTED ARE O[illegible]PANY'S TARIFFS [illegible]HAND AT SA[illegible] AND ON FILE WITH REGULA[illegible] AUTHORITIES.

R42 21 GOVT DL=NX PORTLAND ORE 16 345P

1941 JUN 16 PM 4 07

R H BALDOCK=

194-F-1 STATE HIGHWAY ENGINEER SALEM ORE=

REURTEL WE HEREBY CONCUR GODAY IN AWARD OF CONTRACT FOR OREGON SN-FAP 194-F (1) ASTORIA SECTION TO UNITED CONTRACTING COMPANY= ANDREWS.

SN-FAP F(1).

RECEIVED
JUN 18 1941
FCR

194-F-1

June 16, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In connection with the Asteria Project, BR-PAF 194-F (1), we find that we will not be able to have all of the buildings cleared from the right of way within the date specified in the contract, which date was June 15. Therefore, with the consent of the low bidder, we are including in the contract a supplemental provision extending the date for the removal of the buildings affected, from June 15 to July 15.

Six copies of the supplemental provision are being sent to you herewith.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

H. H. Probert
Office Engineer

HHP:HH

Encl.

RECEIVED
JUN 17 1941
FOR FILING

194-F-1

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 16, 1941

RECEIVED
JUN 17 1941
FOR FILING

W. M. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TO UNITED CONTRACTING COMPANY TODAY OF CONTRACT FOR GRADING AND PAVING OF ASTORIA SECTION STOP ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

RECEIVED
MAY 27 1941
FOR FILING

194-F-1

May 26, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of resolution adopted by the city council of Astoria relative to encroachments and traffic for project SN FAP 194 F(1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:JF
Encls. 3

SN-FAGH 307-B-2 Umatilla River O'Xing 1941
& Structures, Boardman-
#2489 Stanfield Hwy.

RECEIVED
FOR FILING

FAGH 307-B-2

August 8, 1944

Union Pacific Railroad Company
Omaha 2, Nebraska

Attention: Mr. R. E. Sutton
Auditor of General and Station Accounts

Gentlemen:

Reference is made to your letter of August 3 concerning your unpaid bills for work on various grade separation projects in Oregon.

Your Bill No. 84140, Agreement No. 4924, covering work on the overcrossing of your main line near Stanfield in Umatilla County, Oregon, should be ready for payment in the near future. All accounts on this project have been audited by the Public Roads Administration with the possible exception of the railroad bill itself, which will be audited from the Omaha office. As soon as we receive a return from the Public Roads Administration, the voucher can go through for payment.

Your Bill No. 135960, Agreement No. 5086, covering work on the undercrossing of your main line at Ordnance in Umatilla County, Oregon, is in the same status as given above. Your Bill No. 132759, Agreement No. 4127, covering work on the Burgard Street Overcrossing of your railroad in Multnomah County, has not yet been audited by the Public Roads Administration. The date of their next audit in this office is indefinite but we hope it will be within the next 60 to 90 days.

Your Bill No. 13447, Agreement No. 4107, and your Bill No. 132762, Agreement No. 4129, covering work on the Going Street Overcrossing of your tracks in the City of Portland, has not yet been audited by the Public Roads Administration. The agreement between the railroad company and the State covering this work was only executed a short time ago and has now been submitted to the Public Roads Administration, after which an audit of the accounts can be made.

Very truly yours,

C. H. McCullough
Assistant State Highway Engineer

CHP:GH
cc C. S. Pumpen
Carl Smith

FAGH 307-B-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
OCT 1 1943
FOR FILING

POST OFFICE BUILDING
PORTLAND, OREGON

September 30, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAGH 307-B(2), Umatilla Overcrossing, Old Oregon Trail, was made by a representative of this office on December 17, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
OCT - 1 1943
STATE HIGHWAY COMMISSION

June 19, 1943

The Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Box 230
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2489 for work on the Umatilla Overcrossing of the Boardman-Stanfield Highway, in Umatilla County, has been completed by the contractor C. J. Montag & Sons, and that final payment in the amount of $1,820.28, will be made on or after June 29, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $67,309.78 of which amount $375.24 represents the amount of force account items. This contract was completed on December 17, 1942, and accepted by the Commission on January 14, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

MS

This is the information Mr. Reeves gave me. He said the delay is due to settlements with the U. P. Company and he suggested that no mention of that be made in the letter as it is rather an involved affair.

The Aetna Casualty & Surety Co.
319 Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 12, 1943, in which you request that we advise you the total amount of the contract price paid to G. J. Montag & Sons on contract No. 2489, Umatilla Overcrossing Project.

I regret that I cannot give you the information requested at the present time. I am advised that it will probably be a month or two before the final figures are available on this job.

Very truly yours,

AM Secretary

RECEIVED
FEB 16 1943
FOR FILING

307-13-2

February 16, 1943

Mr. G. Cyrus Bishop, Actuaimer,
The Aetna Casualty & Surety Co.
319 Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 12, 1943, in which you request that we advise you the total amount of the contract price paid to C. J. Montag & Sons on contract No. 2489, Umatilla Overcrossing Project.

I regret that I cannot give you the information requested at the present time. I am advised that it will probably be a month or two before the final figures are available on this job.

Very truly yours,

AM

Secretary

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

ÆTNAIZER
G. CYRUS BISHOP
AIMS TO PLEASE
318 YEON BLDG. BE. 7381
RES. GARFIELD 4461

PORTLAND, OREGON

February 12, 1943

Oregon State Highway Commission,
Salem, Oregon.

Re: C. J. Montag & Sons contract
for Oregon-Washington RR&N Co, et al
for Umatilla River Overcrossing and
other structures near Stanfield,
Umatilla County, Oregon on State
Highway Projects No.SN-PAP 307-B(1)
and SN-FAGH 307-B(2)

Gentlemen:

We understand the above contract has been completed and would appreciate you advising us the total amount of the contract price paid for the completion of this project.

Thanking you for an early reply, we are,

Yours for Victory!

G. Cyrus Bishop

G. Cyrus Bishop
Aetnaizer

H

REFERRED TO
BY SECRETARY

RECEIVED
FEB 15 1943
STATE HIGHWAY COMMISSION

"AIMS TO PLEASE"

RECEIVED
FOR FILING

307-B-2

February 3, 1943

The Aetna Casualty & Surety Co.
Bates, Lively and Pearson, Agents
Box 230
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to C. J. Montag and Sons on contract No. 2489, covering construction of the Umatilla Overcrossing on the Heardman-Stanfield Highway, in Umatilla County. This payment, in the amount of $3,486.56, will be made on or after February 13, 1943. The retained percentage is $2,025.45.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

NOTED
A. L. MONSON

RECEIVED
JAN 27 1943
FOR FILING

FAH-307-B-2

January 25, 1943

C. J. Bontag & Sons
201 Comah Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 14, 1943, granted you the extension of time requested, from April 15 to December 17, 1942, without penalty, in connection with contract No. 2488, Umatilla River Overcrossing on the Boardman-Stanfield Highway, in Umatilla County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. Van Secy

RECEIVED
MAY 13 1942
FOR FILING

207-1-2

May 11, 1942

Lt. Colonel Ralph Cook Scott
Commanding Officer
War Department
Umatilla Ordnance Depot
Hermiston, Oregon

Dear Colonel Scott:

Reference is made to your letter of May 9 concerning a priority rating for the reinforcing steel necessary to complete the bridge across the Umatilla River and across the tracks of the Union Pacific Railroad Company near Stanfield on the Boardman-Stanfield Highway. Under date of April 14, we wrote you concerning this matter and enclosed a letter directed to the Chief of Ordnance, United States Army, Washington, D. C. We attached to this letter a map showing the relationship of the Boardman-Stanfield Highway to the Umatilla Ordnance Depot. It was our understanding that, subject to your review, you would endorse the letter and forward it to the Chief of Ordnance. It is apparent from your letter of May 9 that this material did not reach you.

On the same date, we made up a War Production Board Form PD-1A requesting a rating high enough to enable us to obtain the necessary steel. This Form PD-1A was submitted through the Public Roads Administration, which is the normal channel for such applications. We are attaching two copies of this application for your use.

We have been given to understand that the early completion of the Boardman-Stanfield Highway, of which the Umatilla River Overcrossing is a vital link, is of utmost importance to the operation of the Umatilla Ordnance Depot, because this highway is the only practicable route from the depot to the Pendleton Air Base and other eastern points. The grading and surfacing of this highway are well along toward completion, and we anticipate no obstacles to prevent

ALL COMMUNICATIONS SHOULD BE ACCOMPANIED BY CARBON COPY AND ADDRESSED TO

TO INSURE PROMPT ATTENTION
IN REPLYING REFER TO

UOD No. 611

ATTENTION OF

WAR DEPARTMENT
UMATILLA ORDNANCE DEPOT
HERMISTON, OREGON

POST OFFICE, TELEGRAPH, AND EXPRESS ADDRESS:
HERMISTON, OREGON

FREIGHT ADDRESS:
ORDNANCE, OREGON

RCS:g
May 8, 1942

Mr. R. H. Baldock
Chief Engineer, Oregon
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

In reply to your letter of April 14, 1942, in connection with priorities for the procurement of reinforcing steel and other materials for the 400-foot reinforced concrete viaduct over the tracks of the Union Pacific Railroad and the Umatilla River, you are advised that this correspondence was forwarded to the Office Chief of Ordnance on April 16, 1942, and on this date we have received the following information in connection therewith.

"It is suggested that the Oregon State Highway Commission be advised to make application for reassignment of priority rating for the project on War Production Board Form PD-1A. In this form opportunity is given to state the military importance of the project in question. This application should be addressed to the attention of the Industrial Service, Production Division, Office of the Chief of Ordnance for action with a letter of transmittal from your office indorsing the reasons set forth in the application. It is recommended that the rating now assigned to the project and the certificate number on the PD-2 Form be included by the Oregon State Highway Commission in their application."

It is requested that the above forms of application be supplied this office ad soon as possible as same will be forwarded to the Chief of Ordnance as directed, in order that you may gain all essential time as soon as possible. We admire the efforts of the Oregon State Highway Department of executing everything within their power to expedite the War efforts of this country and will assure you we will assist you in any way possible.

Very truly yours,

RALPH COOK SCOTT
Lt. Col., Ord. Dept.
Commanding

RECEIVED
APR 22 1942
FOR FILING

307-B-2

April 21, 1942

Lt. Colonel Ralph Cook Scott
Ordnance Department
Commanding
Umatilla Ordnance Depot
Hermiston, Oregon

Dear Colonel Scott:

I appreciate your endorsement of our letters to the Chief of Ordnance, relative to the securing of an A-1-a rating on the reinforcing steel required for the viaduct over the tracks of the Union Pacific Railroad and Umatilla River on the Stanfield-Boardman Cut-off (US30).

We are sending you under separate cover four blue prints giving the layout in the vicinity of the Ordnance Depot and eight copies of our blue print number 5B-29-15. Will also send you with my compliments a wall map of the State of Oregon showing the state highway system.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:RI

ALL COMMUNICATIONS SHOULD BE ACCOMPANIED BY CARBON COPY AND ADDRESSED TO

TO INSURE PROMPT ATTENTION
IN REPLYING REFER TO
210.5 No. 611
ATTENTION OF

WAR DEPARTMENT
UMATILLA ORDNANCE DEPOT
HERMISTON, OREGON

POST OFFICE, TELEGRAPH, AND EXPRESS ADDRESS:
HERMISTON, OREGON

FREIGHT ADDRESS:
ORDNANCE, OREGON

RCS:g
April 16, 1942

Mr. R. H. Baldock, Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

Your letter of April 14, 1942 relative to securing reinforcing steel for the viaduct over the tracks of the Union Pacific Railroad and Umatilla River has been indorsed to the Chief of Ordnance for further action.

During your visit the other day you mentioned a map which you had in your office showing the road situation for the State of Oregon, since we have numerous trips throughout the State of Oregon, it is requested that if possible, you furnish us with four (4) copies of this map.

We also noted with interest your blue print number 5B-29-15, of the Boardman-Stanfield Section of the Old Oregon Trail dated October 1940, and if possible we would appreciate eight (8) copies of this print arranged the same as the enclosure to the letter of the Chief of Ordnance, indicating present and proposed highways.

Your cooperation in this road problem for the depot is highly appreciated.

Very truly yours,

RALPH COOK SCOTT
Lt. Col., Ord. Dept.
Commanding

RECEIVED
APR 17 1942

RECEIVED
APR 15 1942
FOR FILING

307-B-2

April 14, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Umatilla River Overcrossing
SS-PRP 307-B (1) and (2)

We are having difficulty in obtaining the reinforcing steel necessary to complete the construction of the Umatilla River bridge and overcrossing. The War Production Board has assigned us a preference rating of A-1-j to be used in procuring this material. This rating was granted on PD-2, Certificate No. 6-74808, issued September 23, 1941, to the Columbia Steel Company to cover Poole and McConigle's Order No. R-959 to that company. Poole and McConigle are the fabricators of the material.

The material has been included in the Columbia Steel Company's rolling and shipping schedule from their Pittsburgh plant, but on two different occasions has been diverted from our job to jobs holding higher preference ratings.

If we are to complete this structure this year, it is necessary that we have practically immediate shipment of the reinforcing steel. We are submitting a PD-1-A application in an effort to obtain a rating that will enable us to secure shipment of this material. Your office is familiar with the conditions and progress of construction on this project, and you undoubtedly realize that the usefulness of the highway and the construction work we have already done will be impaired greatly by any delay in completing the bridge structure.

In a discussion with Major Ralph Cook Scott, Commander of the Hermiston Ordnance Depot, he states that munitions are being shipped in by rail and distributed to military and naval depots in the Northwest by truck. This section of the road is necessary to make deliveries of

bombs to the Pendleton Air Base.

The job had an A-1-j rating which was the former rating for the Hermiston Ordnance Depot. The rating for the Depot has been changed to an A-1-a rating, and we ask for the same rating.

Yours very truly,

S. H. Baldock
Chief Engineer

GAG:GF
cc: C. A. Gardner
Enclosure

RECEIVED
APR 15 1942
FOR FILING

April 14, 1942

Lt. Colonel Ralph Cook Scott
Commander
Umatilla Ordnance Depot
Hermiston, Oregon

Dear Sir:

I am enclosing the letter that we discussed, addressed to the Chief of Ordnance, relative to securing a higher priority rating on the Boardman-Stanfield road in order to expedite the procurement of reinforcing steel for the 400-foot reinforced concrete viaduct over the tracks of the Union Pacific Railroad and the Umatilla River. As I recall, you stated that if I would write the letter you would endorse it. If the letter is not satisfactory, please return it and I will make the corrections that you suggest.

I am sending you tomorrow a letter addressed to the Chief of Ordnance, requesting the certification as an access road of the present road from Hermiston to the Ordnance Depot, with the proposed extension from a point near the east gate to the newly constructed highway. This will involve a grade crossing. If you have any objection to endorsing this letter, please return it with your suggestions.

I very much enjoyed meeting you and assure you that the State Highway Department wishes to do everything in its power to expedite the war effort of this country. If we can help you in any way, please call on us.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:EK
cc Mr. G. S. Paxson
Mr. H. G. Smith
Mr. G. A. Gardner

April 14, 1942

Chief of Ordnance
United States Army
Washington, D. C.

Dear Sir:

The Oregon State Highway Commission is constructing a section of highway known as the Boardman-Stanfield Highway, to provide access to the Umatilla Ordnance Depot. This highway will provide the only road to the Ordnance Depot that will withstand heavy truck traffic. The present access is over county roads of light construction which will not withstand the heavy truck traffic to which they will be subjected.

One unit of this project consists of the construction of a 400-foot reinforced concrete viaduct over the Umatilla River and the main line tracks of the Union Pacific Railroad Company. We have not been able to get delivery on reinforcing steel necessary in the construction of this bridge and overcrossing. The Priorities Division of the War Production Board assigned us a preference rating of A-1-j to aid us in securing material necessary. This rating was assigned by PD-2, Certificate No. C-74808, and was issued September 23, 1941. We are advised by the Columbia Steel Company that they have repeatedly scheduled the rolling and shipping of this material, but that it has been diverted to projects holding higher preference ratings. The A-1-j rating assigned was comparable to the rating assigned to the Umatilla Ordnance Depot. We have been advised that the rating for the Ordnance Depot has been changed to A-1-a, and we are of the opinion that if this rating could be assigned to our steel order that we could obtain immediate delivery and complete the construction of the bridge.

In a recent discussion with Major Ralph Cook Scott, Commander of the Hermiston Ordnance Depot, he advised me that shipments of munitions by trucks to the Pendleton Air Base and other military and naval depots throughout the Pacific Northwest were vitally dependent upon the completion of this road.

We are enclosing a print of our Drawing No. 5-B-9215, whereon we have indicated the section of highway that we are constructing and the present facilities now serving the Ordnance Depot. This map will indicate the necessity for the work that we are attempting to perform.

Yours very truly,

E. H. Baldock
Chief Engineer

CAG:HSF
cc: C. A. Gardner
Enclosure

RECEIVED
DEC 30 1942
FOR FILING

ALL COMMUNICATIONS SHOULD BE ACCOMPANIED BY CARBON COPY AND ADDRESSED TO

WAR DEPARTMENT
UMATILLA ORDNANCE DEPOT
HERMISTON, OREGON

TO ENSURE PROMPT ATTENTION
IN REPLYING REFER TO
No. 611
ATTENTION OF 321-B-2

POST OFFICE, TELEGRAPH, AND EXPRESS ADDRESS:
HERMISTON, OREGON

FREIGHT ADDRESS:
ORDNANCE, OREGON

JMP/md
April 8, 1942

NOTED
State Highway Engineer

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

With reference to correspondence regarding the higher priority for steel in construction of bridge on the Boardman-Stanfield Highway, information has been received from the Chief of Ordnance that there is no authority for that office to assign or recommend directly to the War Production Board a change in the priority. That office recommends that the Oregon State Highway Commission make application directly to the War Production Board on form PD-1A requesting a higher priority.

Very truly yours,

RAIPH COOK SCOTT
Lt. Col., Ord. Dept.
Commanding

RECEIVED

Stencil Mar. 194

RECEIVED
MAR 19 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAGH 307-B-2

March 17, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAGH 307-B (2)
Umatilla R. R. Overcrossing
Old Oregon Trail

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

JLOR

Mutpr-13230

Form P. R. 2

State Oregon

Federal Aid Grade Crossing Project No. SE-PAGE 307-B(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 9th day of February, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 5 of the Act approved Sept. 5, 1940 (Public No. 780, 76th Congress):

Whereas the Highway Department of said State submitted on the 19th day of November, 1940, a project statement, which was approved on the 11th day of December, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 7th day of May 19 41; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand and no/100

dollars ($10,000.00) as the share of the United States payable under said act on account of Section B(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State [redacted] Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 589, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources [redacted] under Section 5 of the Act approved Sept. 5, 1940 (Public No. 700, 76th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between [redacted] survey station 1351+39.6 and survey station 1352+81.1, all in the NE¼ Sec. 5, T. 3 N., R. 29 E., W. M.

, length [redacted] 0.011 of a mile in Umatilla County, being Section [redacted] 2(2) of Oregon Federal Aid SE-7 Grade Crossing project No. [redacted] 307, consisting of one overcrossing structure, 0.011 of a mile in length.

16—11370 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [redacted] of said project shall not in any event exceed the sum of [redacted] dollars ($[redacted]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($[redacted]), the approved total estimated cost of Section [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [redacted]

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of FEB 24 1942, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Thurman H. Clarke
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. D. Terry
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Grade Crossing Project No. [illegible]307-B(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 10,088.65 as the total estimated cost of said project, and the sum of $ 10,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and FEB 24 1942

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

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JAN 28 1942
FOR FILING (Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

FAG-H-307-B-2

January 19, 1942

JAN 20 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon Federal Aid Grade Crossing
Project No. SN-FAGH 307-B (2),
Umatilla River Overcrossing,
Boardman-Stanfield Highway.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

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OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
MAY - 1941

Salem, Oregon
October 31, 1941

Subject: Hauling Material across the Tracks of the Union Pacific Railroad Company at Stanfield

To: Mr. H. G. Smith
Construction Engineer
O f f i c e

NOTED
C. B. McCullough

Dear Sir:

It has become apparent that we will not get reinforcing steel for the Umatilla River Bridge and Overcrossing in time to build this structure before the spring high water. This will delay the completion of the structure until at least August of 1942.

We have investigated alternate plans for carrying on Mr. O'Neil's grading operations so that the cut on the east side of the river could be moved across to the embankments. These alternates are as follows:

1. Construct the falsework for the bridge, making it heavy enough to carry RD-8 tractors and 8-yard Tournapulls, and place a deck on this falsework. It is estimated that the additional cost for the falsework and deck would be approximately $4,900. There would be considerable lumber salvage, which might amount to $800, leaving a net cost of approximately $4,100.

2. Construct a hauling road which would cross the tracks of the Union Pacific Railroad Company at grade and cross the river at a low level. Mr. Williams estimates that the cost of this scheme, including the increased haul, would be $1,678. The low level bridge would cost approximately $600, making a total cost of $2,300.

The first alternate requires the construction of the falsework now, and the risk of losing a considerable portion of this falsework during the high water in the spring. The State would unquestionably have to pay for any damages to the falsework due to floods, as our bridge contractor would normally not build the falsework until after this danger was past.

The second alternate will involve a considerable delay to the contractor's operations due to interruptions by the passage of trains. The Union Pacific Railroad Company is now moving 25 to 30 trains daily over this section, and hauling operations would have to be halted while the train was in the signal block. I do not know how much this would mean to the contractor, but it might mean an additional cost of as much as two cents a yard, or $2,000 for the entire operation. The second alternate also involves the crossing of the tracks at grade with both tractors and Tournapulls. We have no assurance that the railroad will permit this, although I have talked to Mr. Murray who, I believe, will recommend it if we provide suitable safeguards.

Under either alternate, it will be necessary for the State to furnish the railroad company with adequate insurance, as the insurance policies which the bridge contractor carries for the railroads could not be stretched to include the operations of a separate contractor.

In view of the very real danger of losing a considerable part of the bridge falsework during high water periods, it seems to me that it would be better to use the second alternate, crossing the railroad at grade, provided we can make the proper arrangements with the railroad company. We should make a decision as to our procedure within a very short time, as it will take some time for the bridge contractor to get the necessary materials if it is decided to build the falsework now.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc- C. B. McCullough

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SEP 18 1941
FOR FILING

SD-3a DX-307-13-2

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Umatilla River Overcrossing, Project No. SM-FAGH 307-B (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

G. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. [illegible] 307-B (2)

UMATILLA RIVER OVERCROSSING ON THE

[illegible]-STANFIELD HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 11, 1941

Structure (Sta. 1351+59.6 to 1352+20.1) (Contract No. 74[illegible])

All Required		Shoring, Cribbing, Etc. (10%)		$ 1,000.00
140	cu. yds.	Structural Excavation	$ 1.00	140.00
5	cu. yds.	Structural Excavation Below Plans	7.50	37.50
170	cu. yds.	Class "A" Concrete	24.00	4,080.00
35,000	lbs.	Metal Reinforcement	.05	1,750.00
10	lbs.	Copper	1.00	10.00
120	lin. ft.	Handrail	5.00	600.00
				$ 7,617.50

Work To Be Performed By Union Pacific Company's Forces

All Required	Install Guard Rail, Reestablish Telephone & Telegraph Wires, etc.		1,554.00
		Subtotal	$ 9,171.50
		10% Engr. & Cont.	917.15
		Total	$ 10,088.65

Length .011 mile

PARK Funds Requested -	$ 10,000.00
State Funds -	88.65
	$ 10,088.65

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939
State Funds for Maintenance: Chap. 329, laws 1939

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AUG 18 1941

104 307-R-2

August 16, 1941

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Umatilla River Overcrossing
SN-FAP 307-B (1) and
SN-FAGE 307-B (2)

We have your letter of August 14 advising the assignment of a preference rating of A-1-J, Rating Certificate No. C-109956, on the reinforcing steel for the bridge over the Umatilla River and the tracks of the Union Pacific Railroad Company near Stanfield.

The contractor received notice of the award of this preference rating on August 12, and the information was immediately sent to the Columbia Steel Company of San Francisco with a request for delivery of the material. The Columbia Steel Company replied in part as follows:

> "We are definitely at a loss to know how we can begin to accommodate the shipment you asked for even though the job has an A-1-J rating.
>
> "During the past week we have had to find room for 14,000 tons of Reinforcing Bars, which has been granted an A-1-A rating, and producing this, as requested by the Government, will completely occupy our schedule into the first quarter of next year."

It would seem that even with this preference rating we cannot hope for delivery of reinforcing steel until some time next year.

As you know, this is a very important structure on the highway system and also is a part of the access road to the Umatilla ammunition depot. This access road cannot be used until such time as the structure is completed.

We are at a loss to know what further steps could be taken to obtain this material and are asking that you contact the Washington office of the Public Roads Administration to see whether it can do anything for us in the matter.

Very truly yours,

R. H. Baldock
Chief Engineer

GSP CM
cc G. S. Pearson

RECEIVED

RECEIVED
AUG 15 1941
STATE ... OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
August 14, 1941

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your wire of July 3rd requests that the Office of Production Management grant the highest preference rating consistent with the defense program for reinforcing steel for Oregon SN-FAP 307-B (1) and SN-FAGH 307-B (2); contractors, C. J. Montag & Sons; Umatilla River Overcrossing. Further action has been urged by Mr. Paxson's July 22 letter.

We have today received the information that the Office of Production Management on August 2 granted preference rating certificate number C-109956, assigning a rating of A-1-j to this order.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

NOTED
... Highway Engineer

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JUL 12 1941
FOR FILING

307-B-2

July 11, 1941

C. J. Hosteg & Sons
202 Couch Building
Portland, Oregon

Dear Sirs

We are sending you today by express a fully executed copy of Contract No. 2489 which was awarded to you on June 18, 1941, by the State Highway Commission covering the Umatilla River Overcrossing on the Boardman-Stanfield Highway in Umatilla County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. C. Bogart

RECEIVED
JUL 1941
FCM

307.13.2

July 3, 1941

C. J. Montag & Sons
201 Couch Building
Portland, Oregon

Gentlemen:

Reference is made to your Contract No. 2489 covering the construction of the Umatilla River Bridge on the Boardman-Stanfield Highway in Umatilla County which was awarded to you under date of June 18. We are advised that you have placed the order for the reinforcing steel with Poole & McGonigle, which organization has, in turn, ordered the bars from the Columbia Steel Company. The Columbia Steel Company has advised us that it will be necessary to furnish it with a priority rating before it can submit the order to its mill for attention. Will you please arrange to immediately send an application for preference rating to the Office of Production Management, Priorities Division, Washington, D. C.

This bridge is an essential link in the section of highway which will serve as an access road to the Umatilla Ordnance Depot. It is also a section which is on the strategic network of highways. We have no doubt that an application which is properly submitted will receive favorable consideration for preference rating.

Very truly yours,

R. H. Baldock
Chief Engineer

SEP CM
cc C. J. Montag & Sons
G. S. Paxson

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FOR FILING

3-7-1-2

BRIDGE DEPARTMENT, OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

RECEIVED
JUL 7 1941
FOR FILING

SALEM, OREGON
JULY 3, 1941

PUBLIC ROADS ADMINISTRATION
316 NEW POSTOFFICE BUILDING
PORTLAND, OREGON

CONSTRUCTION OF UMATILLA RIVER OVERCROSSING, SN-FAP 307-B (1) AND (2), DELAYED BY LACK OF STEEL REINFORCING BARS. C. J. MONTAG AND SONS, CONTRACTORS, HAVE PLACED FABRICATION ORDER WITH POOLE AND MC CONIGLE, WHICH ORGANIZATION HAS ORDERED BARS FROM COLUMBIA STEEL COMPANY OF SAN FRANCISCO. CONTRACTOR HAS APPLIED TO OFFICE OF PRODUCTION MANAGEMENT FOR PREFERENCE RATING ON REGULAR FORM. THIS STRUCTURE REQUIRES 240 TONS OF REINFORCING STEEL COVERED BY POOLE AND MC CONIGLE'S ORDER NUMBER P.R.M. 1715, DATED APRIL 30, 1941. STRUCTURE IS ON STRATEGIC SYSTEM AND SERVES AS ACCESS ROAD TO UMATILLA ORDNANCE DEPOT. REQUEST THAT YOU BRING MATTER TO ATTENTION OF OFFICE OF PRODUCTION MANAGEMENT WITH VIEW OF GRANTING HIGHEST PREFERENCE RATING CONSISTENT WITH DEFENSE PROGRAM.

R. H. BALDOCK

OKP CM
CC G. S. PAXSON
AUDITOR

307-B-2

RECEIVED
JUN 27 1941
FOR FILING

RECEIVED
JUN 25 1941
STATE HIGHWAY COMMISSION

THE ÆTNA CASUALTY AND SURETY COMPANY

HARTFORD, CONNECTICUT

AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

ÆTNA-IZER
G. CYRUS BISHOP
AIMS TO PLEASE
319 YEON BLDG. BE. 7381
RES. GARFIELD 4461

PORTLAND, OREGON

June 24, 1941

Oregon State Highway Commission
Salem
Oregon

Subject: C. J. MONTAG & SONS
Umatilla River Overcrossing - Contract #2489

Gentlemen:

You will receive under separate cover the four copies of the contract and bond duly executed. Enclosed also will be the Railroad Protective Public Liability and Property Damage policies and certificates of the Contractor's Public Liability and Property Damage insurance. No certificatefor Contractor's Protective Public Liability and Property Damage insurance has been included (as mentioned upon page six of the special provisions of the contract) for the reason that the contractor definitely intends not to sublet any work in connection with this contract.

Very truly yours,

G. Cyrus Bishop

G. Cyrus Bishop
Aetnaizer

GCB:GB
cc--C. J. Montag & Sons
200 Couch Bldg.
Portland, Oregon

NOTED
D. G. DeSart

RECEIVED
JUN 19 1941
FOR FILING

307-B-2

June 19, 1941

G. J. Montag & Sons
201 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express, four copies of Contract No. 2489, which was awarded to you by the State Highway Commission, on, on June 18, 1941, covering the Umatilla River Overcrossing and other structures near Stanfield, on the Boardman-Stanfield Highway in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

OA

Secretary

NOTED
D. G. DeSart

RECEIVED
OCT 31 1941
FOR FILING

FAG-H 307-12-2

June 18, 1941

C. J. Bortag & Sons
201 Couch Building
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for the Umatilla River Overcrossing and other structures near Stanfield on the Boardman-Stanfield Highway, in Umatilla County. This award was based on your low bid of $61,627.50 submitted on May 22, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

HC:AM

Secretary

cc - S. H. Probert
G. S. Paxson

Copy requested

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JUNE 24 1941

C. J. MONTAG & SONS
208 COUCH BUILDING
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR UMATILLA RIVER OVERCROSSING AND OTHER STRUCTURES ON BOARDMAN-STANFIELD HIGHWAY, UMATILLA COUNTY, BASED ON YOUR LOW BID SUBMITTED MAY 22 1941. CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISTER, SECRETARY
STATE HIGHWAY COMMISSION

file

1-1-2

RECEIVED
JUN 19 1941
FOR FILING

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND (36) AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R26 36 GOVT DL=NX PORTLAND ORE 19 1026A
R H BALDOCK=
STATE HIGHWAY ENGINER SALEM ORE=

RECEIVED
JUN 19 1941
FOR FILING

CONFIRMING VERBAL CONCURRENCE OF YESTERDAY WE HEREBY CONCUR IN AWARD OF CONTRACT AS OF JUNE 18, 1941, FOR OREGON SN-FAP 307-B(1) AND SN-FAGH 307-B(2) TO C. J. MONTAG & SONS=
T M DAVIS.

18 1941 SN-FAP 307-B(1) SN-FAGH 307-B(2)..

SALEM, OREGON
JUNE 18, 1941

E. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR UMATILLA RIVER OVERCROSSING AND BRIDGE TO C. J. MONTAG AND SONS STOP ALL RIGHTS OF WAY ARE ACQUIRED AND AGREEMENT WITH RAILWAY COMPANY IS EXECUTED

R. H. BALDOCK

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 18, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR UMATILLA RIVER OVERCROSSING AND BRIDGE TO C. J. MONTAG AND SONS STOP ALL RIGHTS OF WAY ARE ACQUIRED AND AGREEMENT WITH RAILWAY COMPANY IS EXECUTED

R. H. BALDOCK

RECEIVED
JUL 14 1941
FOR FILING

307-B-2

R

Salem, Oregon
May 12, 1941

Railroad Agreement

Mr. J. W. DeSouza
Assistant Attorney

Dear Sir:

I am returning to you herewith two copies of an agreement with the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and the State of Oregon, covering the construction of Stanfield Overcrossing on the Boardman-Stanfield Highway, No. 54.

These were signed by the Highway Commission on May 9 and are now ready for execution on the part of the railroad company. They are returned to you for such procedure.

May I have an executed copy when they have been fully signed.

Very truly yours,

HBC:BS

Secretary

307-B-2

RECEIVED
MAY 10 1941
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 9 - 1941
POST OFFICE BUILDING
PORTLAND, OREGON

May 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Grade Crossing Project No. SN-FAGH 307-B (2), the Umatilla River Overcrossing on the Old Oregon Trail, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. SN-PAGE 307-B (2)

~~Work To Be Performed By Union Pacific Company's Forces~~

~~UMATILLA RIVER OVERCROSSING ON THE~~

~~Inspection - BOARDMAN-HERMISTON HIGHWAY IN UMATILLA COUNTY~~ - $ ~~xxx.xx~~

~~Installation of Guard Rail~~

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

~~Miscellaneous Hardware~~ - - -

WORK TO BE PERFORMED BY UNION PACIFIC COMPANY'S FORCES

Inspection - $ 675.00

Installation of Guard Rail

Rails -	94.00
Miscellaneous Hardware -	20.00
Labor -	65.00

Moving Signal

Concrete -	20.00
Wire -	40.00
Cable -	15.00
Labor -	250.00

Moving and Replacing Telephone and Telephone Wires

Cable -	73.00
Labor -	300.00
	$ 1,354.00

PR 46

Bridge (Umatilla River Overcrossing)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Bridge Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) June 9, 1941 State Oregon

Completion Date (Est.) April 15, 1942 Project No. FAUM 307-B (2)

Estimated Total Cost Bridge $ 9,727.00 Length: Miles .031

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	270	6	Metal culvert pipe	Lb.	35,000
2	Aggregates	Cy.	240	7	Reinforcing steel	Lb.	14,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	19	10	Explosives	Lb.	
5	Timber piling	Lft.					

FAS 68-A-2 Fulton Canyon-Locust Grove 1941
Sec., Fulton Canyon-Wasco Co. Rd.
#2490

RECEIVED
FEB 24 1942
FOR FILING

Tal 68-9-2

February 21, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Burner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of February 17, you are advised that Contract No. 2490, with O. C. Ioesm, was completed October 6, 1941, and was accepted by the State Highway Commission on December 18, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
D DeSart

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FEB 5 1942
FOR FILING

FAS 68-A-2

February 5, 1942

Mr. O. C. Yocom
902 East 11th Street
McMinnville, Oregon

Dear Sirs

The State Highway Commission, at its meeting on December 18, 1941, granted you the extension of time requested, from September 30 to October 6, 1941, without penalty, in connection with state highway contract No. 2490 for construction of the Fulton Canyon-Locust Grove Section of the Fulton Canyon-Wasco County Road, in Sherman County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Wm. E. Chandler

RECEIVED
JAN 24 1942
FOR FILING

FAS-L 511 2

January 23, 1942

United States Fidelity & Guaranty Company
Raymond C. Weiss
Bedell Building
Salem, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2490 for work on the Fulton Canyon-Locust Grove Section of the Fulton Canyon-Wasco County Road, in Sherman County, has been completed by the contractor O. C. Yocom, and that final settlement will be made on or after February 2, 1942. All money on this project has been assigned to the U. S. National Bank of Portland, McMinnville Branch.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $47,958.78, including final payment, and that no force account work was performed therein.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D DeSart

RECEIVED
DEC 12 1941
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

December 12, 1941

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. FAS 68-B(1)
Fulton Canyon-Locust Grove
Sec.,Fulton Canyon-Wasco Road

FAS-68-B-1
2490

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

For.

Wash Pri-12682

Form P. R. 2

Federal Aid Secondary

State Oregon

Project No. FAS 60-B(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of Nov., 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1933, 48 Stat. 1021 (Public No. 252, 73d Congress);

Whereas the Highway Department of said State submitted on the 24th day of December, 19 40, a project statement, which was approved on the 23d day of January, 19 41, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of May 19 41; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-nine thousand, nine hundred forty and 00/100

dollars ($ 29,940.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chapter 175, Laws 1917; Chap. 31, Laws 1920; Chap. 289, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 86+00 in the NW¼ of Section 32, T. 2 N., R. 16 E., W.M., the easterly end of Section A(2) of said project, and survey station 334+00 on the south boundary of the SW¼ of Section 1, T. 1 N., R. 16 E.

, length 4.670 miles, in Sherman County, being Section B(1) of Oregon Federal Aid Secondary FAS project No. /68, consisting of 4.670 miles of roadway and 2 bridges, of more than 20 feet clear span,

10—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [redacted] of said project shall not in any event exceed the sum of [redacted] dollars ($[redacted]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($[redacted]), the approved total estimated cost of Section [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [redacted]

(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED DEC 9 - 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11279

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 25 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By Homer W Vaughn
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By T. H. Terry
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 68-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 42,078.70 as the total estimated cost of said project, and the sum of $ 32,940.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and NOV 25 1941

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
DEC 13 1941
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

December 12, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. FAS 68-A(2)
S. Unit, Fulton Canyon Sec.,
Fulton Canyon-Wasco Road

FAS-68-9-Y

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

ROR.

Wayfr-12681

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 68-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 14th day of December, 19 39, a project statement, which was approved on the 23d day of January, 19 40, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of May, 19 41, and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, eight hundred eighty and 00/100

dollars ($ 3,880.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ... Chapter 175, Iowa 1917; Chapter 51, Iowa 1919; Chapter 389, Iowa 1939 ...
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

.....
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between ... survey station 0+00 in the NW¼ of Section 19, T. 8 N., R. 16 E., W. M., and survey station 86+00 in the NW¼ of Section 32, T. 8 N., R. 16 E., W. M., the westerly end of Section 3(1) of said project (excepting therefrom those portions between survey stations 38+20.0 and 38+40.2; and survey stations 53+88.9 and 54+11.1) .....

....., length 1.611 ..... miles, in ..... Sherman ..... County, being Section A(2) ... of Oregon Federal Aid Secondary project No. FAS 68 ....., consisting of 1.611 ..... miles of roadway and ..... no ... bridges, each of more than 20 feet clear span, ... of which is in the box

10—11379 ° GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of three thousand, eight hundred eighty and 00/100 dollars ($3,880.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of six thousand, three hundred fifty-four and 70/100 dollars ($6,354.70), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 329, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
DEC 9 - 1941

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 25 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By Thomas McClough
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. W. Stuart
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11579

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 68-A(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 6,354.70 as the total estimated cost of said project, and the sum of $ 3,880.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and NOV 25 1941

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
DEC 10 1941
FOR FILING

FAS 68-B-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 68-B (1), Fulton Canyon-Locust Grove Section of the Fulton Canyon-Wasco County Road, was made by a representative of this office on November 24, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

FAS 68-A-2

RECEIVED
DEC 1 1941
FOR FILING
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 68-A (2), Fulton Canyon-Locust Grove Section of the Fulton Canyon-Wasco County Road, was made by a representative of this office on November 24, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

For

RECEIVED
NOV 13 1941
FOR FILING

FAS-68-A-2

November 12, 1941

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to O. C. Yocom, on contract No. 2490 covering 4.25 miles grading and 6.29 miles surfacing and oiling on the Fulton Canyon-Locust Grove Section of the Fulton Canyon-Wasco County Road, in Sherman County. This payment, in the amount of $2,758.38, will be made on or after November 22, 1941. The retained percentage is $47,479.07.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. C. DeSart

Form E-1—6M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS-68-A-✓

For Week Ending October 25, 19 41

Section Fulton Canyon-Locust Grove Section — *Kind of work* Grading, Surfacing and Oiling

Highway Fulton Canyon-Wasco County Road — *Section prefix* 228-1006

Contractor O.C.Yocum — *Contract number* 2490

Date of contract June 25, 19 41 — *Date of completion* Sept 30, 19 41

Date work started July 2, 19 41 — *Estimated date of completion* Oct 6, 19 41

Amount of contract . . . . . $ 52,394.00 — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 52,394.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2425.00, ... % — *Date project was completed* October 6, 19 41

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Allwork is finished on this section and final estimate is being prepared.

NOTED
RAY WEBBER

OCT 27 1941

NOTED
E. M. BOOTH

RECEIVED
SALEM, OREGON

Signed D. Beck

Address Shaniko

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
SEP 19 1941
FOR FILING

FAS 68-B-1

September 17, 1941

Mr. W. M. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Fulton Canyon-Locust Grove Section, Project No. FAS 68-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/SB

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 68-B (1)

FULTON CANYON-LOCUST GROVE SECTION OF THE FULTON CANYON-WASCO HIGHWAY IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 1, 1941

All Required		Clearing and Grubbing		$ 250.00
100	cu. yds.	Structural Excavation, Unclassified	$ 2.00	200.00
70	cu. yds.	Trench Excavation, Unclassified	2.00	140.00
18,000	cu. yds.	General Excavation, Unclassified	.27	4,860.00
28,000	yd. sta.	Short Overhaul	.02	560.00
450	C-yd.sta.	Long Overhaul	.20	90.00
7,600	lin. ft.	Rounding Cutbanks	.10	760.00
All Required		Shaping Roadbed and Ditches		250.00
80	lin. ft.	12" Corr. Metal Pipe	2.00	160.00
10	lin. ft.	15" Corr. Metal Pipe	3.00	30.00
70	lin. ft.	18" Corr. Metal Pipe	2.10	147.00
20	lin. ft.	24" Corr. Metal Pipe	5.00	100.00
20	lin. ft.	30" Corr. Metal Pipe	6.00	120.00
6	lin. ft.	36" Corr. Metal Pipe	8.00	48.00
50	lin. ft.	72" Corr. Metal Pipe, Uncoated	17.00	850.00
50	lin. ft.	Salvaging Culvert Pipe	1.00	50.00
90	lin. ft.	Spring Bracket Guard Rail with Wood Posts	2.00	180.00
15	only	Wood Sight Posts	4.00	60.00
16,000	tons	1" - 0" Materials in Base	1.37	21,920.00
930	M-gals.	Sprinkling	1.50	1,395.00
4.67	miles	Preparation of Base	100.00	467.00
2,450	tons	Furnishing and Placing Aggregates	2.40	5,880.00
150	tons	Furnishing and Placing RC-3 Asphalt	24.00	3,600.00
100	tons	Furnishing and Placing 151-200 Asphalt	25.00	2,500.00
			Subtotal	$ 44,617.00
			10% Engr. & Cont.	4,461.70
			Total	$ 49,078.70

Length 4.670 miles
Cost per mile $ 10,509.35

[illegible] Funds -	$ 29,940.00
State Funds -	19,138.70
	$ 49,078.70

Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

Funds for Maintenance: Chap. 529, Laws 1939

1941 FAS Funds	$ 11,560.00	Length	1.803 miles
1942 FAS Funds	18,380.00	Length	2.867 miles

RECEIVED
SEP 19 1941
FOR FILING

FAS 68-A-2

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the South Unit, Fulton Canyon Section, Project No. FAS 68-A (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 68-A (2)

SOUTH UNIT, FULTON CANYON SECTION OF THE

FULTON CANYON-WASCO ROAD IN SHERMAN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1941

Roadway

1,000	tons	1" - 0" Material in Base	$ 1.37	$ 1,370.00
70	M-gals.	Sprinkling	1.50	105.00
1.62	miles	Preparation of Base	100.00	162.00
850	tons	Furnishing and Placing Aggregates	2.40	2,040.00
50	tons	Furnishing and Placing RC-3 Asphalt	24.00	1,200.00
36	tons	Furnishing and Placing 151-200 Asphalt	25.00	900.00
		Subtotal		$ 5,777.00
		10% Engr. & Cont.		577.70
		Total		$ 6,354.70

Length of Roadway 1.611 miles
Cost per mile $ 3,944.56

FAS Funds	$ 3,880.00
State Funds	2,474.70
	$ 6,354.70

Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
Funds for Maintenance: Chap. 529, laws 1939

RECEIVED
AUG 1941
FOR FILING

FAS 68-A-2

July 28, 1941

Mr. G. C. Yocom,
Willamina, Oregon

Dear Sir:

This acknowledges your letter of July 25 relative to the assignment of all monies due or to become due you in connection with your contract No. 2490 with the State Highway Commission for the construction of the Fulton Canyon-Locust Grove Section of Fulton Canyon-Wasco County Road, in Sherman County. I note your desire to assign these funds to the U. S. National Bank of Portland, McMinnville Branch. In accordance therewith, I am enclosing quadruplicate copies of our standard assignment form.

We will be pleased to honor the assignment when these forms are returned to us provided we secure a letter from the bonding company consenting thereto. It is our understanding that you have already asked the bonding company for its consent.

Yours very truly,

MMG:MC

Secretary

Assignment received 8/1/41

DeSart
Call for assignment

NOTED
D. C. DeSart

SHERIDAN, OREGON
PHONE 1482

O. C. YOCOM COMPANY
GENERAL CONTRACTING
SHERIDAN, OREGON

WILLAMINA, OREGON
PHONE 455

RECEIVED
JUL 15 1941

July 26, 1941

Oregon State Highway Commission

Salem, Oregon

Attention: Mr. Glaisyer, Secretary

Dear Mr. Glaisyer:

I have requested consent from my bonding company to assign all estimates on Contract #2490, covering the Fulton Canyon-Locust Grove Section of the Fulton Canyon-Wasco County road to the U. S. National Bank of Portland, Oregon, McMinnville Branch.

When this consent has been received, I would Appreciate your putting this job in line for all estimates to go directly to the bank.

Very truly yours,

O. C. Yocom

OCY/le

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
JUL 22 1941
FOR FILING

R

FAS 68-A-2

July 22, 1941

Mr. O. O. Yocom
Willamina, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2490 which was awarded to you on June 25, 1941, by the State Highway Commission covering the Fulton Canyon-Locust Grove Section of the Fulton Canyon-Wasco County Road, in Sherman County. We are also sending an executed copy to the surety on your bond.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C. DeSart

RECEIVED
JUN 27 1941
FOR FILING

68-A-2

June

July 26, 1941

O. C. Yocum
Willamina, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2490 which was awarded to you by the State Highway Commission on June 25, 1941, covering the Fulton Canyon-Locust Grove Section of the Fulton Canyon-Wasco County Road in Sherman County for grading, surfacing and oiling.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 Page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations et cetera.

Yours very truly,

STATE HIGHWAY DEPARTMENT

By

OA

Secretary

RECEIVED
OCT 31 1941
FOR FILING
FAS-68-A-2

R

June 25, 1941

Mr. O. A. Yocom
Hillsboro, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 4.25 miles grading and 6.29 miles surfacing and oiling on the Fulton Canyon-Lemart Grove Section of the Fulton Canyon-Wasco County Road, in Sherman County. This award was based on your low bid of $90,394.00 submitted on June 13, 1941.

Contract forms will be sent to you within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HHB:AH Secretary

cc - S. H. Probert
S. S. Pearson

get employment

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON JUNE 25 1941

O. C. ROOM
WILLAMINA, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF FULTON CANYON-LOCUST GROVE SECTION OF FULTON CANYON-MASCO COUNTY ROAD, SHERMAN COUNTY, BASED ON YOUR LOW BID SUBMITTED JUNE 13, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H. R. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

RECEIVED
JUN 25 1941
FPS 68-A-2

STANDARD TIME INDICATED
RECEIVED AT 345 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

(50)..

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R44 33/32 GOVT=NX PORTLAND ORE 25 440P

R H BALDOCK, STATE HIGHWAY ENGR=
SALEM ORE=

1941 JUN 25 PM 4 56

REURTEL TODAY AS ALL RIGHTS OF WAY ARE ACQUIRED WE HEREBY CONCUR IN AWARD OF CONTRACT ON FAS 68-A(2) AND FAR 68-B(1) TO LOW BIDDER O. C. YOCUM=
CAUFIELD.

REURTEL CONCUR FAS 68-A(2) FAS 68-B(1).

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JUNE 25, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

IF YOU CONCUR WE WILL TODAY AWARD CONTRACT FOR FULTON CANYON-LOCUST GROVE PROJECT TO LOW BIDDER O. C. YOCUM STOP ALL RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

FAS 68-B-1

RECEIVED
JUN 2 1941
FOR THE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

May 29, 1941

RECEIVED
JUN 31 1941
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Project No. 68-B (1), the Fulton Canyon-Locust Grove Section of the Fulton Canyon-Wasco Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be deferred until the right of way is secured.

Very truly yours,

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

RECEIVED
MAY 31 1941
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 29, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 68-A (2), the South Unit, Fulton Canyon Section of the Fulton Canyon-Wasco Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

It is our understanding that the cost of this improvement for the portion above the culverts will be non-participating. The proper segregation should be made of the final quantities. It would be preferable to show the exceptions on the title sheet and estimate.

Very truly yours,

W. H. LYNCH
District Engineer

412 7A

41-0

May 27, 1942

Mr. W. M. Lyman
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of Form PR 46 to accompany plans and specifications for the Fulton Canyon-Locust Grove Section, Project No. FAS 68-B (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. K. Probert
Office Engineer

Dict. by J. W. Nash/kk

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 68-B (1)

FAS Funds - - -

FULTON CANYON-LOCUST GROVE SECTION

PROJECT NO. RAS 58-2 (1)

Comparison in Costs of 72" Corrugated Metal Pipe and Equivalent Concrete Box Culvert.

72" Corrugated Metal Pipe

Estimated Cost per lineal foot- $ 15.00

Concrete Box Culvert

0.47	cu.yds.	Concrete	at $26.00	per lineal	foot	$12.22
78	lbs.	Metal Reinforcement	at 0.06	" "	"	4.20

Estimated Cost per lineal foot- - - - - - - $ 16.42

PR 46

Roadway (Fulton Canyon-Locust Grove Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. FAS 68-B (1)

Estimated Total Cost Roadway $ 42,603.00 Length: Miles 4.670

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	11,000
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	39,500	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

FULTON CANYON-LOCUST GROVE SECTION

PROJECT NO. FAS 68-B (1)

While negotiations for right of way are in progress, twelve parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within fifteen days.

R. H. BALDOCK
Chief Engineer

By

E. H. Probert
Office Engineer

May 27, 1941

R

42-O

May 27, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of Form PR #6 to accompany plans and specifications for the South Unit, Fulton Canyon Section, Project No. PAS 68-A (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 68-A (2)

SOUTH UNIT, FULTON CANYON SECTION OF THE

FULTON CANYON-BASCO ROAD IN SHERMAN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 27, 1941

Roadway

1,000	tons	1" - 0" Material in Base	$ 1.00	$ 1,000.00
70	M-gals.	Sprinkling	1.50	105.00
1.62	miles	Preparation of Base	100.00	162.00
850	tons	Furnishing and Placing Aggregates	2.00	1,700.00
50	tons	Furnishing and Placing RC-3 Asphalt	26.00	1,300.00
36	tons	Furnishing and Placing 151-200 Asphalt	26.00	936.00
		Subtotal		$ 5,203.00
		10% Engr. & Cont.		520.30
		Total		$ 5,723.30

Office Engineer

Length of Roadway 1.611 miles
Cost per mile $ 3,552.45

FAS Funds- $ 3,500.00
State Funds- 2,223.30

$ 5,723.30

PR 46

Roadway (South Unit, Fulton Canyon Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. RAS 68-A (2)

Estimated Total Cost Roadway $ 5,723.20 Length: Miles 1.611

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	20,500	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

SN FAP 138 A-1 Grave Cr.-Jumpoff Joe 1941
Cr. Sec., Pacific Hwy.
#2491

RECEIVED
JUN 2 - 1944
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

138-A-1

POST OFFICE BUILDING
PORTLAND, OREGON

May 22, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 138-A(1)
Grave Creek-Jumpoff Joe Creek Section
Pacific Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAY 24 1944
OREGON
STATE HIGHWAY COMMISSION

 1404pr-13066

Section A(1),
Oregon Federal Aid Project No. SN-FAP 138.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on December 11, 1941 by the Oregon State Highway Commission, and on December 26, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 138, Section A(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $250,000.00 to $409,000.00;

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimate, and the sum of four hundred nine thousand and 00/100 dollars ($409,000.00) as the share of the United States payable under said act

on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read;

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of four hundred nine thousand and 00/100 dollars ($409,000.00) certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five hundred eighty-two thousand, three hundred seventy-three and 88/100 dollars ($582,373.88), the approved total estimated cost of Section A(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on March 28 1944, and the Administrator on APR 24 1944.

RECOMMENDED FOR APPROVAL:

STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads

Section A(1),
Oregon Federal Aid Project No. SN-FAP 138.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-FAP 138-A(1), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 522,373.88 in lieu of the $250,000.00 approved by Certificate of December 26, 1941 as the total estimated cost of said project, and the sum of $ 409,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and APR 24 1944

FEDERAL WORKS ADMINISTRATOR,

By W. W. Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

FORM B-23SX 5M 7-43

COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PORTLAND

ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS

MERLE R. CHESSMAN, MEMBER
ASTORIA

RECEIVED
APR 1 1944

OREGON
STATE HIGHWAY COMMISSION

Salem, Oregon
March 31, 1944

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER

J. M. DEVERS
CHIEF COUNSEL

H. B. GLAISYER
SECRETARY

EP-8-1

Mr. H. G. Smith
Construction Engineer
O f f i c e

Dear Sir:

Before approving the attached price agreement covering excess crushed gravel produced by the contractor on the Grave Creek-Jumpoff Joe Creek Project, I would like to have some further investigation made of the price to be paid. Offhand, the prices, particularly the first two and the last one, appear to be high in comparison with contract prices.

Taking the second item as an example, I find as follows:

Contract price for 3/4" - 0" materials on the road $2.20
Items of cost to be excluded:

Haul (4.7 miles)- - - - - - - - - - - -	$ .55
Street work - - - - - - - - - - - - - -	.25
Plant installation, overhead, etc.- -	.25
Profit- - - -	.25
	$1.30
Net balance for crushing, handling, etc. -	.90
Add for stockpile measurement- - - - - - -	.05
Net balance, stockpile measurement - - - -	$ .95

A similar result would probably be arrived at by figuring directly the cost of excavating, crushing, screening and piling, after plant installation, overhead and other fixed charges have been charged-off on other quantities.

The difference between $ .95 and the proposed price of $1.90 is considerable when applied to large quantities such as are involved in the present instance. The difference on some of the other items is not as great, but all should be checked against probable costs.

MEMBERS OF COMMISSION
J. H. BANFIELD, CHAIRMAN
FORT LAND
ARTHUR W. SCHULTZ
KENNETH LATTA
HERBERT CHESSMAN
A. HOTA

In order to discourage contractors from producing more materials than are required, with the expectation of having them taken off their hands at a profit, I think we should hold our allowances somewhat below actual costs.

Very truly yours,

State Highway Engineer

138-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 10, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for Oregon SN-FAP 138-A(1), Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Jr. Highway Engineer

Encls.

RECEIVED
MAR 11 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 1944
FOR FILING

138-B-1

December 22, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Grave Creek-Jumpoff Joe Creek Section, Project No. SN-FAP 138-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SH-FAP 138-A (1)

GRAVE CREEK-JOSEPH 101 CREEK SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1943

WORK PERFORMED PRIOR TO MAY 27, 1941

Serbon Mountain Section (Sta. 566 to 667) (Contract No. 2385)

47	acres	Clearing and Cleaning Up	$ 320.00	$ 15,040.00
13	acres	Grubbing	195.00	2,535.00
4	acres	Extra Clearing	200.00	800.00
2	acres	Extra Grubbing	150.00	300.00
50	sq. ft.	Felling Danger Trees	1.00	50.00
2,600	cu. yds.	Trench Excavation	.90	2,340.00
99,000	cu. yds.	General Excavation, Sta. 566 to 621, Unclassified	.22	21,780.00
121,000	cu. yds.	General Excavation, Sta. 621 to 630+40, Common	.22	26,620.00
5,000	cu. yds.	General Excavation, Sta. 621 to 630+40, Solid Rock	.22	1,100.00
24,000	cu. yds.	General Excavation, Sta. 630+40 to 667, Unclassified	.22	5,280.00
100,000	yd. mi.	Truck Haul	.08	8,000.00
800	lin. ft.	Rounding Cutbanks	.10	80.00
750	lin. ft.	8" Perforated Corr. Metal Pipe	1.20	900.00
400	lin. ft.	24" Extra Strength Corr. Metal Pipe, Protected Invert	4.40	1,760.00
250	lin. ft.	18" Concrete Pipe	2.40	600.00
150	lin. ft.	24" Concrete Pipe	3.10	465.00
320	lin. ft.	18" Extra Strength Concrete Pipe	2.70	864.00
1,040	lin. ft.	24" Extra Strength Concrete Pipe	3.50	3,640.00
800	lin. ft.	36" Extra Strength Concrete Pipe	7.50	6,000.00
160	cu. yds.	Rock or Gravel Backfill in Drains	2.00	320.00
600	cu. yds.	Class "A" Concrete	22.50	13,500.00
90,000	lbs.	Metal Reinforcement	.05	4,500.00
600	lin. ft.	Guard Rail	1.20	720.00
800	cu. yds.	Pit-run Gravel in Surfacing	.90	720.00
250	cu. yds.	3/4" - 0" Material in Surfacing	3.00	750.00
60	M-gals.	Sprinkling	2.00	120.00
		Subtotal		$118,784.00
		10% Engr. & Cont.		11,878.40
		Total		$130,662.24

WORK PERFORMED SUBSEQUENT TO MAY 27, 1941

Sexton Mountain Section (Sta. 366 to 667) (Contract No. 2385)

2	acres	Grubbing	$ 195.00	$ 390.00
2	acres	Extra Grubbing	150.00	300.00
158,000	cu. yds.	General Excavation, Sta. 366 to 621, Unclassified	.22	34,760.00
92,000	cu. yds.	General Excavation, Sta. 621 to 630+40, Common	.22	20,240.00
130,000	cu. yds.	General Excavation, Sta. 621 to 630+40, Solid Rock	.22	28,600.00
3,000	cu. yds.	General Excavation, Sta. 630+40 to 667, Unclassified	.22	660.00
340,000	yd. sta.	Truck Haul	.08	27,200.00
9,200	lin. ft.	Rounding Cutbanks	.10	920.00
1.85	miles	Finishing Roadbed and Slopes	400.00	740.00
20	lin. ft.	24" Extra Strength Corr. Metal Pipe, Protected Invert	4.40	88.00
50	lin. ft.	18" Concrete Pipe	2.40	120.00
10	lin. ft.	24" Concrete Pipe	3.10	31.00
30	lin. ft.	36" Concrete Pipe	6.00	180.00
20	lin. ft.	24" Extra Strength Concrete Pipe	3.50	70.00
50	lin. ft.	36" Extra Strength Concrete Pipe	7.50	375.00
10	lin. ft.	Metal Ditch Lining No. 30	1.50	15.00
30	lin. ft.	Metal Ditch Lining No. 42	1.75	52.50
500	lin. ft.	Guard Rail	1.20	600.00
70	cu. yds.	Filler	.25	17.50
70	yd. mi.	Hauling Filler	.10	7.00
				$215,366.00

Roadway (Sta. 437 to 767+96.2) (Contract No. 2491)

55.5	acres	Clearing and Grubbing	$ 250.00	$ 13,875.00
13.6	acres	Grubbing	200.00	2,720.00
7.0	acres	Extra Clearing	250.00	1,750.00
7.0	acres	Extra Grubbing	200.00	1,400.00
50	sq. ft.	Felling Danger Trees	4.00	200.00
3,500	cu. yds.	Trench Excavation, Unclassified	1.25	4,375.00
113,300	cu. yds.	General Excavation, Sta. 437 to 566, Unclassified	.18	20,394.00
159,500	cu. yds.	General Excavation, Sta. 611 to 634, Unclassified	.46	73,370.00
295,800	cu. yds.	General Excavation, Sta. 677 to 822+50, Unclassified	.28	82,824.00
2,265,000	yd. stas.	Short Overhaul	.005	11,325.00
163,000	C-yd. stas.	Long Overhaul	.22	35,860.00
14,000	lin. ft.	Rounding Cutbanks	.10	1,400.00
3.67	miles	Finishing Roadbed and Slopes	500.00	1,833.00
1,600	lin. ft.	6" Perf. Metal Drain Pipe	1.00	1,600.00
3,200	lin. ft.	9" Perf. Corr. Metal Pipe	1.30	4,160.00

1,600	lin. ft.	12" Perf. Corr. Metal Pipe	$ 1.75	$ 2,800.00
800	lin. ft.	18" Perf. Corr. Metal Pipe	2.50	2,000.00
900	lin. ft.	18" Extra Strength Corr. Metal Pipe, Protected Invert	2.90	2,610.00
130	lin. ft.	24" Corr. Metal Pipe, Protected Invert	3.60	468.00
150	lin. ft.	36" Corr. Metal Pipe, Protected Invert	7.00	1,050.00
160	lin. ft.	36" Extra Strength Corr. Metal Pipe, Protected Invert	8.50	1,360.00
36	lin. ft.	12" Concrete Pipe	1.30	46.80
1,200	lin. ft.	18" Concrete Pipe	2.50	3,000.00
80	lin. ft.	24" Concrete Pipe	3.00	240.00
418	lin. ft.	24" Extra Strength Concrete Pipe	3.30	1,379.40
70	lin. ft.	36" Concrete Pipe	8.00	560.00
270	lin. ft.	48" Extra Strength Concrete Pipe	13.00	3,510.00
36	lin. ft.	Metal Ditch Lining No. 30	2.50	90.00
1,000	cu. yds.	Rock or Gravel Backfill in Drains	3.00	3,000.00
220	cu. yds.	Class "A" Concrete	28.00	6,160.00
44,000	lbs.	Metal Reinforcement	.07	3,080.00
1,400	lin. ft.	Guard Rail	1.75	2,450.00
3	emly	Special Concrete Manholes	100.00	300.00
1,550	cu. yds.	Pit-run Gravel Surfacing	1.60	2,480.00
400	cu. yds.	3/4" - 0" Materials in Surfacing	3.25	1,300.00
180	cu. yds.	Filler	.50	90.00
180	yd. mi.	Hauling Filler	.25	45.00
100	M-gals.	Sprinkling	2.00	200.00
				$295,280.80
		Subtotal		$410,646.80
		10% Engr. & Cont.		41,064.68
		Total		$451,711.48
		Length		5.146 miles
		Cost per mile		$ 113,170.20

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Work Prior to May 27, 1941	$130,662.24	$ 79,000.00	$ 49,902.60
Work Subsequent to May 27, 1941	451,711.48	330,000.00	121,711.48
	$582,373.88	$409,000.00	$173,373.88

Class of Funds	Total Cost	Federal Aid Funds	Length
1941 Federal Aid Funds	$170,867.64	$120,000.00	1.510 miles
1942 Federal Aid Funds	185,104.61	130,000.00	1.636 miles
1943 Federal Aid Funds	226,399.63	159,000.00	2.000 miles

FORM E-80 DSM 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

138-A-1

April 6, 1943

Subject: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	3759	2491	17-Final	Frank Penepacker	8,647.28	238904	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? Yes - 12-18-42

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

Cert. Ltr. 4-8-43

NOTED
A. L. MONSON

138-A-1

March 18, 1943

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2491, for grading the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, in Josephine County, has been completed by the contractor, Frank Pomepacker, and that final settlement, in the amount of $8,647.28, will be made on or after March 29, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $294,180.57, of which amount $1,316.92 represents the amount of force account items.

This contract was completed on September 12, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

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JAN 1 [illegible]
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138-A-1

January 19, 1943

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Korn
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Frank Penepacker, on contract No. 2491, covering the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, in Josephine County. This payment, in the amount of $12,375.09, will be made on or after January 29, 1943. The retained percentage is $3,830.93.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

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JAN 11 1943
FOR FILING

138-A-1

January 9, 1943

Mr. Frank Penspeaker
400 North Thompson St.
Portland, Oregon

Dear Sirs

The State Highway Commission, at its meeting on December 15, 1942, granted you the extension of time requested, from May 11 to September 12, 1942, without penalty, in connection with contract No. 2491, Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, in Josephine County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc -- K. B. Lytle

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

F-8-A-1

POST OFFICE BUILDING
PORTLAND, OREGON

November 7, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 138-A (1), Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, was made by a representative of this office on September 17, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

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- 1942

138-A-1

November 1st, 1942

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Grave Creek-Jump Off Joe Creek Section of the Pacific Highway, Frank Pomeroy, contractor, Contract No. 2491, SS-PH 138-A (1). This job was awarded July 2nd, 1941; work started on July 21st, 1941. The specified date of completion was May 31st, 1942, the actual date of completion September 12th, 1942.

The contractor worked continuously on this contract, but throughout the winter months only a limited operation could be carried on in the center section due to the wet condition of the main fill in the north unit.

The job was operated under an A-1 priority which made it very difficult to obtain parts for the equipment. The contract was also started under the 1941 labor union agreement, and in spite of the fact that the contractor raised wages on all classes of labor, most of the men quit to work at the Hanford and Umatilla cantonments. He was able to keep only one crew functioning for ten hours per day and six days per week, which resulted in slow progress. However, his entire outfit of equipment remained on the contract. He released none to other jobs.

There was even more water in the summit cut than preliminary studies indicated, and this also tended toward slowing down the job.

For the reasons enumerated above, I recommend the extension of this contract without penalty, as I believe it was handled as well as conditions of labor and repairs permitted.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

H

cc to: H. E. Smith

Form B-1—636—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 14th., 1942 19

Section Grave Creek - Jumpoff Joe Creek

Kind of work 4.7 Mi. Grading

Highway Pacific

Section prefix 17 - 1105

Contractor Frank Penepacker

Contract number 2491

Date of contract July 2nd., 1941, 19

Date of completion May 31st., 1942, 19

Date work started July 1st., 1941, 19

Estimated date of completion Sept. 12th., 1942, 19

Amount of contract $313,317.00

Per cent of time elapsed 133.0%

Estimated cost of completed project, exclusive of engineering $329,559.66

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $ 11,943.00, 3.81%

Date project was completed Sept. 12th., 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed manholes and sloping in summit cut. Spent most of week at miscellaneous work at various places over the job.

Powder on hand at beginning of week ----- 45 Boxes

Powder hauled away during the week ---------- 45 "

Powder on hand at end of week ---------- 00 "

Contractor had guard at powder house during the night untill powder was removed.

RECEIVED
SEP 14 1942
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. M. DOOLEY

Signed E. Robert

Address P. O. Box 306, Grants Pass, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.70				
Miles partially completed	~~4.70~~				
Miles completed	4.70				
Total estimated quantities	555,000				
Estimated quantities moved or placed to date	555,000				
Average daily quantities	~~XXXXXX~~				
Average daily quantities necessary to complete project on time	~~XXXXXX~~				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	15				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1...., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....1...., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

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MAR 26 1942
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March 26, 1942

Local Rationing Board No. 1-1
S. W. Fifth Ave. and Oak St.
Portland, Oregon

Attention: M. L. Merritt

Gentlemen:

We refer to your letter of March 24, in regard to an application for tires made to you by the contractor on the Grave Creek-Jumpoff Joe Creek Project, State Highway Contract No. 2491.

It is expected that work on this project will be completed about May 31, 1942.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

...HAW
...ministrator

Telephone
BRoadway 4927

OFFICE OF PRICE ADMINISTRATION
Washington, D. C.

LOCAL RATIONING BOARD No. 1-1

MULTNOMAH COUNTY

S. W. Fifth Avenue and Oak Street

PORTLAND, OREGON
March 24, 1942

In Reply Refer to

*File*_____

State of Oregon Highway Department
9200 Southeast McLaughlin Boulevard
Portland, Oregon

Gentlemen:

We are in receipt of an application for tires for the Highway Contractor on the Graves Highway, State Highway Contract 2491.

For our information in determining whether tires for this truck should be charged against the Multnomah or Josephine County qouta. I would be glad to know about how long work on this project will be continued.

Very truly yours,

LOCAL RATIONING BOARD NO. 1-1
MULTNOMAH COUNTY

PAUL T. SHAW, Administrator

By
M. L. MERRITT

MLM:emc

FORM S-122X 20M 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
HURON W. CLOUGH, MEMBER, CANYONVILLE
HERMAN OLIVER, MEMBER, JOHN DAY

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MAR 3 19
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OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

128-A-1

SALEM

March 2, 1942

File

IN REPLY PLEASE REFER TO FILE NO.

Mr. Frank Pederacker
400 North Thompson St.
Portland, Oregon

Dear Sir:

We refer to your letter of February 20, concerning the finaling of your work on the South Unit of the Algoma-Terminal City Section, Contract No. 2412.

Difficulties involved due to federal participation in the project make it impracticable to either close out the project in advance of actual completion, or to include the finishing of the project as a part of Contract No. 2503. It will be necessary, therefore, to cancel Price Agreement No. 1, in connection with Contract 2503, and to withhold the finaling of Contract 2412 until all of the work originally contemplated in that contract is completed.

In order that this situation will not deprive you of the use of the moneys which we are retaining in connection with Contract No. 2412, we propose to release to you an equivalent amount ($2,900) from the amount being retained in connection with your Grave Creek-Jumpoff Joe Creek Contract (Contract No. 2491), and to carry that release in your favor until such time as we are able to make final payment on Contract 2412.

The foregoing statements are made in confirmation of our telephone conversation of February 28.

Very truly yours,

R. H. Baldock
Chief Engineer

cc to Mr. H. C. Smith
Mr. W. E. Chandler
Mr. J. B. Weaver

26-A-2

RECEIVED
JAN 28 1942
FOR FILING

138-a-1

January 28, 1942

Mr. Frank Fenspacker
400 N. Thompson Street
Portland, Oregon

Dear Sir:

We refer to your letter of January 27, concerning work hour limitations on the Sexton Mountain Project.

The 40-hour limitation referred to is a limitation prescribed by the Federal Fair Labor Act. It is not a limitation directly specified in your contract and, therefore, we are not taking it upon ourselves to either interpret it or enforce it.

It is our understanding that the Fair Labor Act will permit employment in excess of 40 hours, if the excess time is paid for at one and one-half times the rate paid for time within the 40-hour limit.

For reliable information on the matter, we suggest that you consult the Wage and Hour Division of the Department of Labor. The Portland office is in the Customs House.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By .

S. H. Probert
Office Engineer

SHP:GS

FRANK PENEPACKER

400 NORTH THOMPSON STREET
PORTLAND, OREGON

General Construction
Equipment Rentals

January 27, 1942

Mr. R. H. Baldock,
State Highway Engineer
Salem, Oregon

Dear Sir: Contract No. 2491

We have checked over the wage and hour requirements on our contract No. 2491 for the grading of the Pacific Highway in Sexton Mountain north of Grants Pass, and while we can not find anything which prevents us from working more than 40 hours per week it is our understanding that these Federal Aid jobs do not permit more than 40 hours per week per man. We are working throughout the winter months in order to complete this contract before caterpillar operators become too scarce, but even now operators are leaving our job to work on contracts which provide a 48 hour week.

Would you kindly advise us of the possibility of working 48 hours per week per man on this contract even though it is necessary for us to pay time and a half for any hours over 40 hours per week? Thanking you for your consideration of this request, we are,

Yours very truly,

Frank Penepacker

Frank Penepacker

FP:GR

RECEIVED
JAN 28 1942
STATE HIGHWAY COMMISSION

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JAN 28 1942
FOR FILING

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

January 21, 1942

Ore. SN-FAP 138-A(1)
Grave Creek-Jumpoff Joe Cr.Sec.
Pacific Highway

138-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

For

Mayer-13066

Form P. R. 2

State Oregon

Federal A14 Project No. [illegible]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of December, 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 1st day of November, 1937, a project statement, which was approved on the 7th day of January, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 26th day of September 19 40; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred and fifty thousand and 00/100

dollars ($ 250,000.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11870

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State [redacted]

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 437+00 in the NW¼ Sec. 11, T. 34 S., R. 6 E., N.M., and survey station 767+96.2 in the SW¼ Sec. 35, T. 34 S., R. 6 E., N. M.

_____, length 5.146 miles, in [redacted] County, being Section A(1) of Program Federal Aid project. No. [redacted] consisting of 5.146 miles of roadway and [redacted] bridges, [redacted] of more than 20 feet clear span [redacted]

16—11379 GPO

II

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of two hundred fifty thousand and 00/100 dollars ($ 250,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of five hundred eighty-two thousand, three hundred seventy-three and 00/100 dollars ($ 582,373.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 589, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of DEC 26 1941, 19__

[redacted] STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
[redacted], State Highway Commission
(Title of officer)

By Thurman M. Callaway
[redacted], State Highway Commission
(Title of officer)

By _____
[redacted], State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. C. Tuttle
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11870

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-PAP 130-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 582,373.88 as the total estimated cost of said project, and the sum of $ 250,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and DEC 26 1941

FEDERAL WORKS ADMINISTRATOR.

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10180

RECEIVED
DEC 11 1941
FOR FILING

138-A-1

#2491

Salem, Oregon
December 10, 1941

R/W file No. 88705

Mr. J. M. Devers

Cross Referenced To
Conn
Facility Replacement

Attention: J. W. DeSouza

Reference is made to your letter of October 15 in which you enclose a letter from Mrs. L. C. Bullard regarding a pipe line on property which was acquired from her for a right of way on the Grave Creek-Jump Off Joe Creek Section of the Pacific Highway.

This matter was referred to Mr. H. G. Smith and he advises that the Contractor has agreed to reimburse Mrs. Bullard for the damage to her water pipe line.

C. B. McCullough

JM:OA

FORM E-90 20M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
Dec. 5, 1941.

Subject: Record of Assignment #1456

To: Mr. C. B. McCullough,
Assistant Chief Engineer,
Office.

Dear Sir:

With reference to record of assignment # 1456, we have been advised by Mr. Lytle that the contractor has agreed to reimburse Mrs. Bullard for damage to her water pipe line on the Grave Creek-Jump Off Joe Creek Section of the Pacific Highway.

Yours very truly,

H. G. SMITH,
Construction Engineer.

By Chas E Low

Chas. E. Low,
Construction Office Engineer.

CEL/H

051

RECORD OF ASSIGNMENT

1456

...of J. W. DeSouza, Oct. 15, with
... Mrs. L. C. Bullard's complaint of damage to pipe line.

DATE: 10/16/42 ASSIGNED TO: H. G. Smith

FOR
(Investigation and report to this office
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
(Investigation and such action as is necessary
(

REPORT RECEIVED:

REMARKS:

...SION

Cross Referenced To
Const.
Facility Replacement

...ived from
...ght of way
...ek Section
of the Pacific Highway.

The option which was secured from her contained the following clause: "The State will take care of the water line now on the property being acquired." We judge from her letter that the damage to the pipe line occurred on account of the contractor's clearing operations, and it would seem to be his obligation either to have repaired the pipe line or to compensate her for the cost of fixing it.

The matter is referred to you for such further handling with the contractor as may be proper.

Yours very truly,

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW

RECEIVED
OCT 17 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

138-A-1

Salem, Oregon
October 15, 1941

#249 To: Mr. C. B. McCullough
Assistant Chief Engineer
O f f i c e

Subject: R 8705

Cross Referenced To
Const.
Facility Replacement

Dear Sir:

Herewith we hand you copy of letter received from Mrs. L. C. Bullard with reference to pipe line on right of way acquired from her on the Grave Creek-Jump Off Joe Creek Section of the Pacific Highway.

The option which was secured from her contained the following clause: "The State will take care of the water line now on the property being acquired." We judge from her letter that the damage to the pipe line occurred on account of the contractor's clearing operations, and it would seem to be his obligation either to have repaired the pipe line or to compensate her for the cost of fixing it.

The matter is referred to you for such further handling with the contractor as may be proper.

Yours very truly,

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

October 15, 1941

IN REPLY PLEASE REFER TO FILE NO.

R 8705

Mrs. L. C. Ballard
Hugo, Oregon

Dear Madam:

Receipt is acknowledged of your letter of the tenth with reference to water pipe line on the right of way acquired from you on the Grave Creek-Jump Off Joe Creek Section of the Pacific Highway in Josephine County.

This matter has been referred to the department engineers for attention and we believe that prompt steps will be taken to adjust the matter.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. C. B. McCullough

C
o
p
y

Hugo, Ore
Oct 10, 1941

Ore. State Highway Commission
Salem, Oregon

Gentlemen:

In our agreement with you, when we sold you our land for the right of way, you were to look after the water line. When they were clearing the right of way, they fell a tree on the pipe and broke it. I am here alone and had to hire a man to fix it. I would appreciate very much your living up to the agreement.

Respectfully,

Mrs. L. C. Bullard,
Hugo, Oregon.

RECEIVED
FOR FILING

138-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
NOV 10 1941
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

November 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of October 7, 1941, concerning the amount of Federal Aid and the division by fiscal years to be shown on the proposed agreement estimate we are holding here for Oregon Federal Aid Project SN-FAP 138-A (1), Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway.

An early reply will be appreciated so that we may take action on the estimate.

Very truly yours,

W. H. LYNCH
District Engineer

Est. submitted
No

RECEIVED
OCT - 4 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

SEP 24 1941
STATE HIGHWAY ENGINEER

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 23, 1941

138-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of September 17, 1941, forwarding proposed project agreement estimate for the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, Oregon Federal Aid Project SN-FAP 138-A (1).

Under Contract 2385 the quantities for "Clearing and Cleanup" are identical with those in the proposal and the preliminary estimate dated September 19, 1940. Apparently you overlooked the fact that these quantities include clearing of the right of way for the pole line which your letter of October 31, 1940, stated would be considered non-participating.

Will you please submit seven copies of an estimate revised to eliminate the clearing along this pole line.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

for

RECEIVED
SEP 19 1941
FOR FILING

138-9-1

#-2491

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Greve Creek-Jumpoff Joe Creek Section, Project No. SS-FAP 138-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project No. [illegible]

GRAVE CREEK-UMPQUA RIVER SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1941

Roadway (Sta. 437 to 767+36.2) (Contract No. 2491)

55.5	acres	Clearing and Grubbing	$ 250.00	$ 13,875.00
13.6	acres	Grubbing	200.00	2,720.00
7.0	acres	Extra Clearing	250.00	1,750.00
7.0	acres	Extra Grubbing	200.00	1,400.00
50	sq. ft.	Felling Danger Trees	4.00	200.00
3,300	cu. yds.	Trench Excavation, Unclassified	1.25	4,375.00
113,300	cu. yds.	General Excavation, Sta. 437 to 966, Unclassified	.18	20,394.00
159,500	cu. yds.	General Excavation, Sta. 611 to 634, Unclassified	.46	73,370.00
295,800	cu. yds.	General Excavation, Sta. 677 to 722+36, Unclassified	.28	82,824.00
2,265,000	yd. stas.	Short Overhaul	.005	11,325.00
163,000	C-yd. stas.	Long Overhaul	.22	35,860.00
14,000	lin. ft.	Rounding Cutbanks	.10	1,400.00
3.67	miles	Finishing Roadbed and Slopes	500.00	1,835.00
1,600	lin. ft.	6" Perf. Metal Drain Pipe	1.00	1,600.00
3,200	lin. ft.	8" Perf. Corr. Metal Pipe	1.30	4,160.00
1,600	lin. ft.	12" Perf. Corr. Metal Pipe	1.75	2,800.00
800	lin. ft.	18" Perf. Corr. Metal Pipe	2.50	2,000.00
900	lin. ft.	18" Extra Strength Corr. Metal Pipe, Protected Invert	2.90	2,610.00
130	lin. ft.	24" Corr. Metal Pipe, Protected Invert	3.60	468.00
150	lin. ft.	36" Corr. Metal Pipe, Protected Invert	7.00	1,050.00
160	lin. ft.	36" Extra Strength Corr. Metal Pipe, Protected Invert	8.50	1,360.00
36	lin. ft.	12" Concrete Pipe	1.30	46.80
1,200	lin. ft.	18" Concrete Pipe	2.50	3,000.00
80	lin. ft.	24" Concrete Pipe	3.00	240.00
410	lin. ft.	24" Extra Strength Concrete Pipe	3.50	1,435.00
70	lin. ft.	36" Concrete Pipe	8.00	560.00
270	lin. ft.	48" Extra Strength Concrete Pipe	13.00	3,510.00
36	lin. ft.	Metal Ditch Lining No. 30	2.50	90.00
1,000	cu. yds.	Rock or Gravel Backfill in Drains	3.00	3,000.00

220	cu. yds.	Class "A" Concrete	$ 28.00	$ 6,160.00
44,000	lbs.	Metal Reinforcement	.07	3,080.00
1,400	lin. ft.	Guard Rail	1.73	2,420.00
3	only	Special Concrete Manholes	100.00	300.00
1,550	cu. yds.	Pit-run Gravel Surfacing	2.60	2,480.00
400	cu. yds.	3/4" - 0" Materials in Surfacing	3.25	1,300.00
180	cu. yds.	Filler	.50	90.00
180	yd. mi.	Hauling Filler	.25	45.00
100	M-gals.	Sprinkling	2.00	200.00
				$ 275,280.00

Roadway, Sta. 566 to 667 (Sexton Mountain Section)
(Contract No. 2385)

54	acres	Clearing and Cleaning-up	$ 320.00	$ 17,280.00
15	acres	Grubbing	195.00	2,925.00
4	acres	Extra Clearing	200.00	800.00
4	acres	Extra Grubbing	150.00	600.00
50	sq. ft.	Felling Danger Trees	1.00	50.00
2,600	cu. yds.	Trench Excavation, Unclassified	.90	2,340.00
257,000	cu. yds.	General Excavation, Sta. 566 to 621, Unclassified	.22	56,540.00
213,000	cu. yds.	General Excavation, Sta. 621 to 630+40, Common	.22	46,860.00
135,000	cu. yds.	General Excavation, Sta. 621 to 630+40, Solid Rock	.22	29,700.00
27,000	cu. yds.	General Excavation, Sta. 630+40 to 667, Unclassified	.82	22,140.00
440,000	yd. mi.	Truck Haul	.08	35,200.00
10,000	lin. ft.	Rounding Cutbanks	.10	1,000.00
1.85	miles	Finishing Roadbed and Slopes	400.00	740.00
750	lin. ft.	9" Perf. Corr. Metal Pipe	1.20	900.00
420	lin. ft.	24" Extra Strength Corr. Metal Pipe, Protected Invert	4.40	1,848.00
300	lin. ft.	18" Concrete Pipe	2.40	720.00
160	lin. ft.	24" Concrete Pipe	3.10	496.00
30	lin. ft.	36" Concrete Pipe	6.00	180.00
320	lin. ft.	18" Extra Strength Concrete Pipe	2.70	864.00
1,060	lin. ft.	24" Extra Strength Concrete Pipe	3.50	3,710.00
850	lin. ft.	36" Extra Strength Concrete Pipe	7.50	6,375.00
10	lin. ft.	Metal Ditch Lining No. 30	1.50	15.00
30	lin. ft.	Metal Ditch Lining No. 42	1.75	52.50
160	cu. yds.	Rock or Gravel Backfill in Drains	2.00	320.00
600	cu. yds.	Class "A" Concrete	22.50	13,500.00
90,000	lbs.	Metal Reinforcement	0.05	4,500.00
1,100	lin. ft.	Guard Rail	1.20	1,320.00

800	cu. yds.	Pit-run Gravel in Surfacing	$ .90	$ 720.00
230	cu. yds.	3/4" - 0" Material in Surfacing	3.00	730.00
70	cu. yds.	Filler	.25	17.50
70	yd. mi.	Hauling Filler	.10	7.00
60	M-gals.	Sprinkling	2.00	120.00
				$ 236,390.00
			Subtotal	$ 531,670.80
			10% Engr. & Cont.	53,167.08
			Total	$ 584,837.88

Length 5.146 miles
Cost per mile $ 111,327.86

Federal Aid Funds- - - -

RECEIVED
SEP 4 1941
FOR FILING

138-A-1

September 3, 1941

Mr. Frank Pennpacker
400 E. Thompson St.
Portland, Oregon

Dear Sirs

We are today in receipt of a letter from the Oregon Culvert & Pipe Co., concerning the 6" perforated metal drain pipe required on the Grave Creek-Jumpoff Joe Creek Project, Contract No. 2491.

The Company advised that under present emergency conditions it will be unable to furnish drain pipe which is "galvanized subsequent to fabricating and perforating," as called for by the specifications. We have learned from other sources, also, that pipe conforming with that requirement is not now obtainable on the West Coast.

In view of this situation, we will waive that requirement of the specifications which calls for "galvanizing subsequent to fabricating and perforating," and will accept, for the above-mentioned project, metal drain pipe "perforated after galvanizing."

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:HH

cc to Mr. H. K. Fishblatt
Mr. H. G. Smith
Mr. K. D. Lytle
Mr. G. E. Roberts
Oregon Culvert & Pipe Co.,
2321 S. E. Gladstone St.,
Portland, Oregon

OREGON CULVERT & PIPE CO.

Corrugated Metal Pipe • Welded Pipe • Overhead Rainmaker Pipe • Concrete Sewer Pipe • Concrete Irrigation Pipe
Concrete Culverts • Metal Flumes • Irrigation Equipment • Troughs • Automatic Drainage Gates • Water Control Gates

2221 S. E. GLADSTONE STREET
PORTLAND, OREGON
TELEPHONE LANCASTER 4148

August 29, 1941

RECEIVED
AUG 30 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention - S. H. Probert

Dear Sir:

Our representative, George Schwarz, was here this morning talking to us about the 1600' of 6" perforated pipe on the Grave Creek-Jump Off Joe Creek Section job.

We do not have the 6" pipe which is galvanized after perforating nor can we obtain it in Portland nor from our Eastern Mill. We are unable to have the pipe galvanized here in Portland on account of the scarcity of zinc and also the huge quantity of defense orders which the galvanizing plants are galvanizing for the various ship yards. However, we do have thousands of feet of 6" corrugated galvanized pipe which is perforated after galvanizing. We have been stocking this in lots of 16,000 feet and furnishing it on the U. S. Army airports in Alaska and at Baker, The Dalles and Portland.

Mr. Schwarz said that he went over this matter of our inability to furnish the 6" pipe perforated and galvanized after perforating, and that you said in the future you would waive this feature. We would ask that you waive this particular clause on this Penepacker order for 1600', otherwise we cannot furnish it and we do not believe it could be obtained short of an Eastern Mill and many month's delay.

It is quite true that a year or so ago we and probably others told you we could at any time furnish perforated pipe, galvanized after perforating, but times have changed, especially in the last 60 days, as you are well aware. The Government and most of the other states now accept perforated pipe which is perforated after galvanizing and we hope you will be able to do the same, and if there are any other features about this subject that we have not touched on, we would be glad to cover them with you if you will present them to us.

Yours very truly
OREGON CULVERT & PIPE CO.

E. M. Gibson
Manager

EMGibson/k
cms

All Quotations, Sales or Contracts for Sale by Us Are Subject to Terms and Guaranties Listed in Our Principal Catalogs

RECEIVED
JUL 23 1941
FOR FILING

138-A-1

July 22, 1941

Mr. H. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 6, 1941, we are sending under separate cover five blueprint copies each of revised title sheet and sheet number 2-A for the Grave Creek-Jumpoff Joe Creek Section, Project No. SH-FAP 138-A (1).

Very truly yours,

H. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/JF

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 15, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of June 6th concerning P.S. & E. recommended May 22, 1941, for the second contract on Oregon Federal Aid Project No. SN-FAP 138-A (1), Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway.

We would appreciate it very much if the title sheets and plan sheets requested therein could be forwarded at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By F.E.Andrews
F.E.Andrews
Senior Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

RECEIVED
JUN 7 - 1941
STATE HIGHWAY COMMISSION

June 6, 1941

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S. & E. recommended May 22, 1941, for the second contract on Oregon Federal Aid Project No. SN-FAP 138-A (1), Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway.

This title sheet shows the whole extent of SN-FAP 138-A (1) but lists only the plan sheets for the second contract. Will you please send us five copies of a new title sheet with the Index of Sheets prepared to cover both contracts. The index should include a reference to Drawing 5306.

The present title sheet lists sheet 2, "Summary," and sheet 2-A, "Typical Sections & Misc. Details." Sheet 2, as received, shows typical sections as well as the summary. However, if there actually is a sheet 2-A, please forward us copies at once as none were received here. If there is no sheet 2-A, please correct the index accordingly when submitting the new title sheet.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
JUL 22 1941
FOR FILING

138-A-1

July 22, 1941

Mr. Frank Penepacker
400 N. Thompson St.
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2491, which was awarded to you on July 2, 1941, by the State Highway Commission covering grading on the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, in Josephine County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. C. DeSart

RECEIVED
OCT 31 1941
FOR FILING

R

138-a-1

July 2, 1941

#2491

Mr. Frank Pennebaker,
400 No. Thompson St.
Portland, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering 4.70 miles grading on the Grave Creek-Sunspoff Joe Creek Section of the Pacific Highway, in Josephine County. This award was based upon your bid of $313,317.00 submitted on June 12, 1941, which was the low bid received for this work.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

MEG:MC

Secretary

cc - S. H. Probert

Les empirunts

111

		FOREIGN	
[illegible]TE		FULL RATE	
[illegible]Y LETTER		CDE RATE	
NIGHT LETTER		URGENT	
SERIAL		DEFERRED	
RESERVATION		NIGHT LETTER	
TOUR-RATE		SHIP RADIO	

[illegible]NED OTHERWISE
[illegible]ENT AT FULL RATE

Postal Telegraph

TELEGRAMS CABLEGRAMS RADIOGRAMS

All American Cables

Canadian Pacific Telegraphs

CHARGE ACCOUNT NUMBER	
CASH NO.	TOLLS
CHECK	
TIME FILED	(STANDARD TIME)

Send the following message, subject to the Company's rules, regulations and rates set forth in its tariffs and on file with regulatory authorities

Form 2 Dbl

SALEM, OREGON
JULY 2, 1941

FRANK PENNEPACKER,
400 NO. THOMPSON STREET
PORTLAND, OREGON

THE STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING GRADING OF GRAVE CREEK JUMPOFF JOE CREEK SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY BASED ON LOW BID SUBMITTED BY YOU ON JUNE TWELVE. CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

RECEIVED
JUL 0 1941
FOR FILING

138-A-1

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

July 2, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 5 - 1941
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your wire of today advising all rights of way had been acquired on Oregon SN-FAP 138-A (1), Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, and requesting our concurrence in award of contract.

We hereby concur in the award of contract on the above mentioned project, as of July 2, 1941, to Frank Penepacker, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-E

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JULY 2, 1941

MR. W. H. LYTCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

IF YOU CONCUR CONTRACT FOR GRAVE CREEK JUMPOFF JOE CREEK PROJECT WILL BE AWARDED TODAY TO FRANK PEMBPACKER OF PORTLAND STOP ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BARDOCK

RECEIVED
MAY 29 1941
FOR FILING

138-A-1

May 27, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to assure you that the Highway Commission will provide a suitable and fully adequate surfacing for the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, Project SH-FAP 138-A (1), within not to exceed two years from the time of completion of the grading of roadbed on that section.

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER

138-A-1

RECEIVED
MAY 12 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

May 22, 1941

RECEIVED
MAY 23 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project SN-FAP 138-A (1), the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

It is our understanding the designation SN-FAP 138-A (2) will be used for the surfacing and oiling and that the $35,000 balance of 1942 Federal Aid programmed under items 9, 10 and 11 of the approved program dated January 20, 1941 is held in program status for that purpose.

Discussed with Tom Harris by telephone

Concurrence in award will be withheld until the right to occupy and use the right of way is acquired.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Senior Highway Engineer

RECEIVED
JUL 5 1941
FOR FILING
SN FAP 138-A-1

July 3, 1941

Frank Panopeaker
400 N. Thompson Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2471 which was awarded to you by the State Highway Commission on the Grave Creek-Jumpoff Joe Creek Section of the Pacific Highway in Josephine County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA

Secretary

NOTED
D. G. DeSart

June 2, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies each of special provision pages numbers 15 and 22 for the Grave Creek-Jumpoff Joe Section, Project No. SB-FAP 138-A (1), which pages contain the following revisions:

Page 15. Item of "Class 'A' Concrete in Headwalls" changed to "Class 'A' Concrete."

Page 22. Additional specification under the subhead, "Strength Requirement for Combined Aggregates in Concrete to be Waived."

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. E. Nash/ER

Encl.

May 24, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of bid item sheet number 3 for the Grave Creek-Jumpoff Joe Section, Project No. SH-FAP 138-A (1), which sheet contains corrected quantities for items numbers 23 and 24.

Five blueprint copies of the revised quantity summary sheet are being sent under separate cover.

The changed quantities have no effect on the Federal Aid work, however, since the items are on the State project.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

May 20, 1941

Mr. W. S. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of form PR 46 to accompany plans and specifications for the Grave Creek-Jump-off Joe Creek Section, Project No. SS-PAP 138-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 138-A (1)

GRAVE CREEK-WOLFCREEK JOG CREEK SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 20, 1941

Roadway (Sta. 437 to 767+96.2) (Estimated Prices)

55.5	acres	Clearing and Grubbing	$100.00	$ 5,550.00
13.6	acres	Grubbing	100.00	1,360.00
7.0	acres	Extra Clearing	100.00	700.00
7.0	acres	Extra Grubbing	100.00	700.00
90	sq. ft.	Felling Danger Trees	1.00	90.00
3,500	cu. yds.	Trench Excavation, Unclassified	1.00	3,500.00
113,300	cu. yds.	General Excavation, Sta. 437 to 566, Unclassified	1.10	20,394.00
159,500	cu. yds.	General Excavation, Sta. 611 to 634, Unclassified	.35	55,825.00
295,800	cu. yds.	General Excavation, Sta. 677 to 822+50, Unclassified	.25	73,950.00
2,265,000	yd. sta.	Short Overhaul	.007	15,855.00
163,000	C-yd. stas.	Long Overhaul	.40	65,200.00
14,000	lin. ft.	Rounding Cutbanks	.10	1,400.00
3.67	miles	Finishing Roadbed and Slopes	400.00	1,468.00
1,600	lin. ft.	6" Perf. Metal Drain Pipe	.80	1,280.00
3,200	lin. ft.	8" Perf. Corr. Metal Pipe	1.25	4,000.00
1,600	lin. ft.	12" Perf. Corr. Metal Pipe	2.00	3,200.00
800	lin. ft.	18" Perf. Corr. Metal Pipe	3.00	2,400.00
900	lin. ft.	18" Extra Strength Corr. Metal Pipe, Protected Invert	3.00	2,700.00
130	lin. ft.	24" Corr. Metal Pipe, Protected Invert	3.50	455.00
150	lin. ft.	36" Corr. Metal Pipe, Protected Invert	6.00	900.00
160	lin. ft.	36" Extra Strength Corr. Metal Pipe, Protected Invert	6.50	1,040.00
36	lin. ft.	12" Concrete Pipe	1.50	54.00
1,200	lin. ft.	18" Concrete Pipe	2.50	3,000.00
80	lin. ft.	24" Concrete Pipe	3.50	280.00
410	lin. ft.	24" Extra Strength Concrete Pipe	4.00	1,640.00
70	lin. ft.	36" Concrete Pipe	6.00	420.00
270	lin. ft.	48" Extra Strength Concrete Pipe	8.50	2,295.00
36	lin. ft.	Metal Ditch Lining No. 30	1.50	54.00
1,000	cu. yds.	Rock or Gravel Backfill in Drains	2.00	2,000.00

[illegible]	cu. yds.	Class "A" Concrete	$ 25.00	$ 5,[illegible]
44,000	lbs.	Metal Reinforcement	.06	2,640.00
1,400	lin. ft.	Guard Rail	1.20	1,680.00
[illegible]	only	Special Concrete Manholes	75.00	[illegible]
1,550	cu. yds.	Pit-run Gravel Surfacing	.80	1,240.00
400	cu. yds.	3/4" - 0" Materials in Surfacing	3.00	[illegible]
180	cu. yds.	Filler	.50	90.00
180	yd. mi.	Hauling Filler	.15	27.00
100	M-gals.	Sprinkling	1.50	[illegible]
		Subtotal		[illegible]
		[illegible]		$264,472.00

Roadway, Sta. 566 to 667 (Sexton Mountain Section)
(Contract No. 2335)

54	acres	Clearing and Cleaning-up	$320.00	$ 17,280.00
15	acres	Grubbing	195.00	2,925.00
4	acres	Extra Clearing	200.00	800.00
4	acres	Extra Grubbing	150.00	600.00
50	sq. ft.	Felling Danger Trees	1.00	50.00
2,600	cu. yds.	Trench Excavation, Unclassified	.90	2,340.00
237,000	cu. yds.	General Excavation, Sta. 566 to 621, Unclassified	.22	52,140.00
273,000	cu. yds.	General Excavation, Sta. 621 to 630+40, Common	.22	60,060.00
135,000	cu. yds.	General Excavation, Sta. 621 to 630+40, Solid Rock	.22	29,700.00
27,000	cu. yds.	General Excavation, Sta. 630+90 to 667, Unclassified	.22	5,940.00
440,000	yd. mi.	Truck Haul	.08	35,200.00
10,000	lin. ft.	Rounding Cutbanks	.10	1,000.00
1.85	miles	Finishing Roadbed and Slopes	400.00	740.00
750	lin. ft.	9" Perforated Corrugated Metal Pipe	1.20	900.00
420	lin. ft.	24" Extra Strength Corr. Metal Pipe, Protected Invert	4.40	1,848.00
300	lin. ft.	18" Concrete Pipe	2.40	720.00
160	lin. ft.	24" Concrete Pipe	3.10	496.00
30	lin. ft.	36" Concrete Pipe	6.00	180.00
320	lin. ft.	18" Extra Strength Concrete Pipe	2.70	864.00
1,060	lin. ft.	24" Extra Strength Concrete Pipe	3.50	3,710.00
850	lin. ft.	36" Extra Strength Concrete Pipe	7.50	6,375.00
10	lin. ft.	Metal Ditch Lining No. 30	1.50	15.00
30	lin. ft.	Metal Ditch Lining No. 42	1.75	52.50
160	cu. yds.	Rock or Gravel Backfill in Drains	2.00	320.00
600	cu. yds.	Class "A" Concrete	22.50	13,500.00
90,000	lbs.	Metal Reinforcement	.05	4,500.00
1,100	lin. ft.	Guard Rail	1.20	1,320.00

800	cu. yds.	Pit-run Gravel in Surfacing	$ .90	$ 720.00
250	cu. yds.	3/4" - 0" Material in Surfacing	3.00	750.00
70	cu. yds.	Filler	.25	17.50
70	yd. mi.	Hauling Filler	.10	7.00
60	M-gals.	Sprinkling	2.00	120.00
				$236,390.00
			Subtotal	$340,812.00
			10% Engr. & Cont.	32,081.20
			Total	$372,893.20

Length 5.146 miles
Cost per mile $ 111,327.86

Federal Aid Funds	$150,000.00
State Funds	222,893.20
	$372,893.20

1941 Federal Aid Funds	$ 50,000.00	Length	1.715 miles
1942 Federal Aid Funds	$100,000.00	Length	3.431 miles

102-1010 Monroe-Lane County Line Section
Territorial Secondary Hwy. 1941

2492

RECEIVED
SEP 21 1942
FOR FILING

10-2-1010

September 21, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Turner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that E. L. Bates' Contract, No. 1892, was completed on May 23, 1942, and was accepted by the State Highway Commission on July 23, 1942.

Very truly yours,

SHELL OIL COMPANY
Incorporated

AM

Secretary

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

September 17, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. L. Gates
Contract #2492

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

RECEIVED
AUG 8 1942
FOR FILING

102-1010

August 7, 1942

General Casualty Company of America
Seattle, Washington

Attention: A. G. Masters

Gentlemen:

We have your letter of August 3, calling our attention to a discrepancy in information furnished your office on a status report, dated July 24, 1942, covering E. L. Gates' contract No. 2492 for work on the Monroe-Lake County Line Section of the Territorial Secondary Highway, in Benton County.

It is possible that we furnished information from the wrong contract on this status report, and we will be pleased to furnish you with the correct data if you will return the report or mail us a new one.

We are enclosing a copy of a letter, also dated July 24, 1942, mailed to your agent, Deoly & Company, Portland. This may furnish you with all the information you require.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D G. DeBart

H. K. DENT
PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

August 3, 1942

Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Bond No. 43470 - Contract Grading, Surfacing and Oiling 2.9 Miles Monroe-Lane County Line, Territorial Secondary, Benton County, Oregon - Contract 2492

We are in receipt of a status report completed by your office, dated July 24. You state this contract was completed April 6 and accepted April 30, 1942. The total amount paid the contractors was $16,788.26. Actually, the amount of this contract was for $43,469.50, and on June 1 you advised us that $35,780.44 had been paid the contractors, and $39,040.65 as the total amount earned.

We are just wondering if you might have confused this bond number with some other number. We would appreciate your advising us concerning the matter, in order that we might close our file.

Very truly yours,

A. G. Masters

A. G. Masters
emd
Surety Department

DEPUTY
BY SECRETARY

How about This?
DTS

RECEIVED
AUG 5 - 1942
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 25 1942
FOR FILING

102-1010

July 24, 1942

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2492, for work on the Monroe-Lane County Line Section of the Territorial Secondary Highway, in Benton County, has been completed by the contractor, K. L. Gates, and that final settlement will be made on or after August 3, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $42,371.74, including final payment, and that no force account work was performed therein. This contract was completed on May 23, 1942, and accepted by the Commission on July 23, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D.Q. DeSart

Form E-1—6M—5-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Section: Monroe-Lane County Line

Highway: Territorial Secondary

Contractor: E. L. Gates

Date of contract: M July 17, 1941

Date work started: July 28, 1941

Amount of contract . . . . . $ 48,469.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 45,200.00

Per cent of contract completed, based on total contract price . . . . . 100 ~~95~~ %

Engineering cost to date, $ 2,781.60, 6 %

For Week Ending: May 23, 1942

Kind of work: 2.09 Mi. Grad., Surf., & Oiling

Section prefix: 102-1010

Contract number: 2492

Date of completion: June 30, 1942

Estimated date of completion: , 19

Per cent of time elapsed: 310/348 = 89 %

Date project was completed: May 23, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Sub-contractor, O. G. Yocom, finished spreading oil and aggregate Friday of this week. Has power blade and roller brooming and compacting roadway and approaches. Three laborers cleaning up after oiling operations.

RECEIVED MAY 26 1942

RECEIVED JUN 2 1942

Engineering

One inspector and three checkers on job during operations.

Signed E E Youngblood Res. Engineer

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.09	2.09		2.09	
Miles partially completed					
Miles completed	2.09	2.09		2..09	
Total estimated quantities	68,000 C.Y.	14,000 C.Y 3,500 tons		Asphalt 81 Min. Aggr.	tons 700 tons
Estimated quantities moved or placed to date	58,700 C.Y.	14,200 C.Y. 3,580 Tons		Asphalt 84 Min. Aggr.	Tons 650 Tons
Average daily quantities	Completed	Completed		Asphalt 15 Min. Aggr.	Tons 130 Tons
Average daily quantities necessary to complete project on time				Completed	
Number shifts per day				1	
Hours per shift				12	
Average force on project for week				16	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	10					1	11
Men and teams							
Men and trucks under 3 tons	5						5
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....
Compressors ....., Bulldozers ....., Sheet-foot rollers ....., Distributer 1, Tender 1, Retort 1

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy	4	Showers in early morning.
Wednesday	Fair		
Thursday	Fair		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
AUG 13 1941
FOR

R

102-1010

August 13, 1941

General Casualty Co. of America
Baily & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express fully executed copies of the following contracts which were awarded to E. L. Gaines on July 17, 1941, by the State Highway Commission:

Contract No. 2492 for grading, surfacing and oiling on the Monroe-Lane County Line Section of the Territorial Secondary Highway, in Benton County.

Contract No. 2495 for grading and surfacing on the Kimberly-Dixon School Section of the Kimberly-Long Creek Secondary Highway, in Grant County.

Contract No. 2500 for grading and topping on the Meadow Brook Section of the Starkey Secondary Highway, in Union County.

Inasmuch as you are surety for the contractor on these jobs, we are sending you copies of these contracts for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EE

NOTED
D. [illegible] DeSart

RECEIVED
AUG 14 1941
FCR

102-1010

August 13, 1941

Mr. E. L. Gates
Packwood, Washington

Gentlemen:

We are sending you today by express fully executed copies of the following contracts which were awarded to you on July 17, 1941, by the State Highway Commission:

Contract No. 2495. 5.39 miles grading and surfacing on the Kimberly-Dixon School Section of the Kimberly-Long Creek Secondary Highway, in Grant County.

Contract No. 2492. 2.09 miles grading, surfacing and oiling, on the Monroe-Benton County Line Section of the Territorial Secondary Highway, in Benton County.

Contract No. 2500. 2.22 miles grading and topping on the Meadow Brook Section of the Starkey Secondary, in Union County.

These copies are for your records and files. We are also sending executed copies to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ES

P. S. In accordance with your previous instructions we are expressing the above copies of these contracts to Deely & Company, Board of Trade Building, Portland.

NOTED
D. C. DeSart

RECEIVED
JUL 21 1941
FOR FILING

102-1010

July 19, 1941.

Mr. E. L. Bates
c/o Healy & Company
Board of Trade Bldg.
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on July 17:

No. 2492. Monroe-Lane County Line Section of the Territorial Secondary Highway, in Benton County. 2.09 miles grading, surfacing and oiling.

No. 2495. Kimberly-Elmer School Section of the Kimberly-Long Creek Secondary Highway, in Grant County. 5.39 miles grading and surfacing.

No. 2500. Meadow Brook Section of the Starkey Secondary Highway in Union County. 2.22 miles grading and topping.

Kindly execute all four copies of each contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each will be returned to you for your records and files. We will also furnish an executed copy of each to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

BS

OREGON STATE HIGHWAY COMMISSION
By

NOTED
D. G. DeSart

Secretary

RECEIVED
JUL 21 1941
FOR FILING

102-1010

July 19, 1941

Mr. E. L. Gates
Packwood, Washington

Dear Sir:

The State Highway Commission on July 17, 1941, awarded you the contract for grading, surfacing and oiling on the Monroe-Lane County Line Section of the Territorial Secondary Highway, in Benton County. This award was based on your low bid of $43,469.30, using asphalt, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

FAS 66-B-1 Warrenton-Skipanon Sec., Fort Stevens Co. Rd. 1941

#2493

RECEIVED
DEC 1 1943
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

November 16, 1943
Salem, Oregon

FAS 66-B-1

SUBJECT: RRX signal installation at Warrenton

Warrenton - Skipanon Project.

To: Mr. C. B. McCullough

L

I am returning herewith bill from the S. P. & S. Railway Company covering installation of railway signals at Warrenton.

As you mentioned in your letter, it is rather difficult to make any very comprehensive check on this bill. It has been ascertained that the installation is "on the ground". I have reviewed cost data in connection with other installations of like nature, and in terms of gross cost, the charge seems reasonable. It is true that the cost of this particular installation runs three to five hundred dollars over, as compared to some of the others, however, in view of rising costs I do not think that such a difference is out of line.

? Cost was considerably below Est.

F. B. Crandall
Acting Traffic Engineer

O.K. Pay.

S.H. Probert
Please put on the cost distribution and pass on for payment -

Ref

LANE-SIMMS STATIONERY CO.

File

Form 1
10M—3-43

R. A. O. A. Standard Form No. 166

Bill No. S- 9564
(Quote when remitting)

Oregon State Highway Commission

Month's Account SEPTEMBER 1943

Salem, Oregon

Dept. No.

Date Made October 15, 1943

To SPOKANE PORTLAND AND SEATTLE RAILWAY COMPANY, Dr.

(Make Remittance to Treasurer, Portland, Oregon)

FOR: Expense incurred for installation of signals at crossing No. SAA-108.0 at Warrenton, Oregon as per attached letter authorizing work to be handled by S.P. & S. Ry. Co. (Detail attached) APRIL, MAY & JUNE 1943	$2289.39

2nd-1046-276

APPROVED

TRAFFIC ENGINEER

Distribution

3rd Copy

LSP

For further information address ROBT. CROSBIE, Comptroller, Portland, Oregon.

FOR: Expense incurred for installation of signals at crossing No. SAA-1080 at Warrenton, Oregon as per attached letter authorizing work to be handled by SP&S Ry. Co.

APRIL, MAY & JUNE, 1943

APRIL, 1943

P-3729, Signal Mtrs. Payroll

April 26 - 2 hrs.			
" 27 - 8 "			
" 28 - 8 "			
" 29 - 6 hrs.			
" 30 - 8 "			
34 hrs. @ 1.2193		41.46	
Supr. and use of tools - 10%		4.15	
R.R.R. & Unempl. Taxes - 6¼%		2.59	48.20
Frank E. Blount, Asst to Elect. Supt.			
Apr. 27-28-29&30th - 4/30 of 180.00 per mo.		24.00	
R.R.R. & Unempl. Taxes - 6¼%		1.50	25.50

VP-123, Personal Expenses
AV-4550

Geo. C. Howe, Elect.				
Meals	10.05			
Lodging	8.75			
Use of auto - 124 mi. @ .04	4.96	23.76		
Frank E. Blount				
Meals	10.60			
Lodging	8.75	19.35	43.11	116.81

MAY, 1943

P-3757, Signal Mtrs. Payroll

May 1 - 8 hrs.			
" 12 - 8 "			
" 13 - 8 "			
" 14 - 8 "			
" 15 - 8 "			
40 hrs. @ 1.4321		57.28	
Supr. and use of tools - 10%		5.73	
R.R.R. & Unempl. Taxes - 6¼%		3.58	66.59
Frank E. Blount, Asst to Elec. Supt.			
May 1-12-13-14-15-19-21&22 - 8/31of 180.00 per mo.		46.45	
R.R.R. & Unempl. Taxes - 6¼%		2.90	49.35

VP-124, Personal Expenses
AV-5607

Geo. C. Howe, Elect.				
150 ft #3 com fir 1x12 S4S)				
80 ft #3 com fir 2x4 S4S)	5.28			
2 pcs 4" drain tile	1.00			
Meals	8.80			
Lodging	5.25			
Use of auto - 362 mi @ .04	14.48	34.81		
Frank E. Blount, Asst to Elect Line & Signal Supr.				
Meals	16.15			
Lodging	10.50			
Use of auto - 220 mi @ .04	8.80	35.45	70.26	186.20

JUNE, 1943

P-3786, Signal Mtrs. Payroll

	June 7 - 8 hrs.				
	" 8 - 8 "				
	" 9 - 8 "				
	" 10 - 8 "				
	" 11 - 8 "				
	" 12 - 8 "				
	" 14 - 8 "				
	" 15 - 8 "				
	64 hrs. @ 1.1239			71.93	
	Supr. and use of tools - 10%			7.19	
	R.R.R. & Unempl. Taxes - 6¼%			4.50	83.62
	P-1797, Section #9, Payroll				
	Assist signalman				
	June 11 - 36 hrs. @ .59249			21.33	
	Supr. and use of tools - 10%			2.13	
	R.R.R. & Unempl. Taxes - 6¼%			1.33	24.79
	P-3781, General Office Payroll				
	Frank E. Blount, June 7-8-9-10-11-12-14&15, 8/30 of 180.00 per mo.			48.00	
	R.R.R. & Unempl. Taxes - 6¼%			3.00	51.00
	VP-125, Personal Expenses				
	Geo. V. Howe				
	Meals		15.40		
	Lodging		10.50		
	Use of auto - 508 mi @ .04		20.32	46.22	
	Frank E. Blount		15.75		
	Lodging		10.50	26.25	72.47
	Material used				
	General Railway Signal Company				
1	Highway crossing signals complete track sign)	ea	129.17	258.34	
1	Highway crossing signals complete track sign 1	ea	129.17	258.34	
2	Instrument cases	ea	108.90	217.80	
2	Type K interlocking relays	ea	60.50	121.00	
3	Type K neutral relays	ea	26.62	79.86	
2	Type K flashing relays	ea	54.45	108.90	
44	E. A. terminals	ea	.16	7.04	
2	E. T. rectifiers	ea	30.25	60.50	
				1111.78	
	Freight charges from Rochester, NY on above mat'l W/B #B-2826				
	3,323 lbs @ 4.38 cwt			145.55	
	War Tax on Freight Charges 3%			4.37	1261.70
	Western Railway Supply Co.				
5	3-screw connectors	ea	.2735	1.37	
5	square resistance units	ea	1.096	5.48	6.85
	The Electric Storage Battery Co.				
10	cells KXHS 5 storage batteries	ea	4.86	48.60	
	Less 1% for eliminating bolt connection			(.49)	
	Freight charges from Cleveland, Ohio on above W/B #1360				
	302 lbs @ 4.50 cwt			13.59	
	War Tax on Freight Charges 3%			.41	62.11
	Thomas A. Edison, Inc.				
8	Type K 1002 cells	ea	5.40	43.20	
	Less 1% cash discount			(.43)	
				42.77	
	Freight charges from Newark, NJ W/B MPO 2418				

	126# @ 4.20 cwt		5.29		
	86# @ 3.36 cwt		2.89		
			8.18		
	War Tax on Freight Charges - 3%		.25	8.43	51.20
	The Rail Joint Co.				
12	75# Continuous Ins. jts.	ea	11.85	142.20	
	Less 1% cash discount			(.71)	
	Freight from Troy, NY W/B B-1120				
	1200# @ 3.15 cwt			37.80	
	War Tax on Freight Charges 3%			1.13	180.42
	Electric Railway Improvement				
70	5" signal bonds	ea	.2178	15.25	
10	20" stub bonds	ea	.259	2.59	
8	36" jumper bonds	ea	.44055	3.52	
2 pr.	crucible molds	pr	2.97	5.94	27.30
	Brookfield Co.				
2½ yds	Ready-mix concrete		12.00		27.00
	Miscellaneous Material				
204 linft	1"x12" fir S4S		M	30.65	6.25
80 "	2x4 rgh fir	53'	M	28.93	1.53
15 lbs	10 d wire nails		lb	.0426	.64
3 pcs	3 cell wood battery		ea	12.17	36.51
4 doz	#8 RH brass screws		gro	1.12	.37
7	signal locks		ea	.744	5.21
4	stub bonds		ea	.256	1.02
300 ft	#12 copper wire	9.2 lbs	cwt	24.686	2.27
6	nail-it knobs		ea	.01499	.09
100	fiber tags		M	4.39	.44
400 ft	#9 iron line wire	31.23#	cwt	16.517	5.16
10 ft	3/4" steel tubing		ft	.06023	.60
1	3/4" entrance cap				.33
½ lb	3/4" pipe straps		lb	.091	.05
5 gals	gasoline		gal	.109	.55
235 ft	3-wire trenchlay cable		ft	.122	28.67
1 pc	30' cedar pole, butt trtd.				7.25
20	wood pin brackets & nails		ea	.067	1.34
2	pierce pins		ea	.14014	.28
14	#502 porcelain strain insulators		ea	.16128	2.26
2000 ft	#9 HP copper wire 108"		cwt	22.74	24.56
					125.38
	10% to cover contingencies				12.54	137.92	1986.38
			Total -				2289.39

FAS 66-13-1

RECEIVED
NOV 17 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 66-B (1), Warrenton-Skipanon Section of the Fort Stevens County Road, was made by a representative of this office on October 8, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 13 1942
STATE HIGHWAY DEPARTMENT

Jco

RECEIVED
AUG 14 1942
FOR FILING

FAS 66-B-1

August 13, 1942

Mr. Porter W. Ivett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 23, 1942, granted you the extension of time requested from September 30 to November 15, 1941, without penalty, in connection with contract No. 2493 for grading and paving the Warrenton-Skipanon Section of the Fort Stevens County Road, in Clatsop County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - F. D. Eason

RECEIVED
AUG 4 1942
FOR FILING

FAS 61-B-1

SALEM
August 3, 1942

Agreement re improvement Warrenton-
Fort Stevens County Road

Mr. C. H. McCullough
Assistant Chief Engineer

Attached hereto is an executed copy of an agreement between the State Highway Commission, Clatsop County, City of Warrenton and the City of Hammond, relative to the improvement and maintenance of the Warrenton-Fort Stevens County Road.

This agreement was signed by the Highway Commission as of July 23, 1942, and is forwarded to you for further handling. I have retained the original of the agreement for the Commission's records and files, and have sent an executed copy of the same to each party to the agreement.

Secretary

HBG/mm

August 3, 1942

Mr. G. Clifford Barlow,
City Auditor
Warrenton, Oregon

Dear Sir:

Attached hereto is an executed copy of an agreement between the City of Warrenton, City of Hammond, Clatsop County and the State Highway Commission, covering the improvement of the Warrenton-Fort Stevens County Road.

This is for your records and files.

Very truly yours,

Secretary

HBB/mm

August 3, 1942

County Court of Clatsop County
Astoria, Oregon

Gentlemen:

Attached hereto is an executed copy of the agreement between Clatsop County, City of Warrenton, City of Hammond and the State Highway Commission, covering the improvement of the Warrenton-Fort Stevens County Road.

This is for your records and files.

Very truly yours,

Secretary

HBG/mm

August 3, 1942

Honorable Werner Storm,
Mayor
Hammond, Oregon

Dear Sir:

Attached hereto is an executed copy of the agreement between the City of Hammond, City of Warrenton, Clatsop County, and the State Highway Commission, covering the improvement of the Warrenton-Fort Stevens County Road.

This is for your records and files.

Very truly yours,

Secretary

HBG/mm

RECEIVED
AUG 1 1942
FOR FILING

FAS 66-K-1

July 31, 1942

Continental Casualty Company,
Tate, Westenfelder & Berg, Inc.
Wilcox Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that state highway contract No. 2493 for work on the Warrenton-Skipanon Section of the Fort Stevens County Road, in Clatsop County, has been completed by the contractor, Porter W. Yett, and that final settlement will be made on or after August 10, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $35,041.78, including final payment, and that no force account work was performed therein. This contract was completed on November 15, 1941, and accepted by the Commission on July 23, 1942.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

MB. Secretary

NOTED
D G. DeSart

July 30, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

We have been informed by Thomas T. Chave, Jr., attorney for the estate of Otto Achord (Clara Alberta Achord, Administratrix) that their claim, in the amount of approximately $4,400.00, against Porter W. Yett, for labor performed on his contract No. 2493, for grading and paving the Warrenton-Skipanon Section of the Fort Stevens County Road, in Clatsop County, has been paid in full.

Very truly yours,

Secretary

DCD:MS

cc - Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

THOMAS T. CHAVE, JR.
ATTORNEY AT LAW
TELEPHONE: 864
84½ N. HOLLADAY DRIVE
SEASIDE, OREGON

July 30, 1942

RECEIVED
JUL 31 1942

Mr. J. A. Fevers
Attorney for State
Highway Commission
State Office Building
Salem, Oregon

Dear Sir:

Please be advised that I, the attorney for the Estate of Otto Aspert, have settled the claim of the Administratrix, Clara Alberta Aspert, for labor and materials on the Warrenton-Skipanon job with Porter Yett. We have received a check in full settlement and this settlement has been approved by the County Court.

In view of this fact, I do not intend to file any claim with the State Highway Commission or otherwise.

I wish to thank you for your courteous attention in this matter.

Yours very truly,

Thomas T. Chave, Jr.

TTCj:d

RECEIVED
JUL 27 1942
FOR FILING

FAS 66-B-1

July 23, 1942.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Will you kindly concur in the extension of time from Sept. 30, 1941 to Nov. 15th, 1941, on Porter E. Iott's contract #2493, Warrenton-Skipanon Section, FAS 62-A-1. — 66-B-1

It is recommended that the extension be granted without penalty as the contractor had considerable difficulty in obtaining materials and labor for the job due to defense projects in that locality. Also the delay did not affect the quality of workmanship and there was no undue inconvenience to the traveling public.

Yours very truly,

R. H. BALDOCK,
CHIEF ENGINEER.

RECEIVED
JUL 23 1942
FOR FILE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FA 66-B-1

July 22, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 20, 1942, advising that the contractor on Oregon FAS 66-B (1), the Warrenton-Skipanon project, completed all work on November 15, 1941, with the exception of the oiling of the footpaths, which could not be done at that time due to adverse weather, and that you wish to final him as of that date and complete the work with your own forces as a non-participating item.

Inasmuch as the defense work has made it impossible for the contractor to finish, we will recommend that November 15, 1941, be considered the date of completion as far as the contractor is concerned. However, the project itself will not be finalled until all of the work as covered by the project agreement is completed.

We are enclosing two copies of your letter which evidently were inadvertently sent with the original.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

RECEIVED
JUL 23 1942

RECEIVED
JUL 21 1942
FOR FILING

FAS 66-B-1

July 20, 1942

Mr. Porter W. Ketí
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

In our letter of July 16, we stated that vouchers covering final payment on the Barrenton-Hickman Project would be sent to you as soon as the checking of the final quantities is completed.

In making this statement, we overlooked the fact that the work overran the time limit and that, therefore, the final payment cannot be vouchered until your request for a time extension is received and acted upon by the Highway Commission.

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER

July 10, 1942

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

Final estimate for the Warrenton-Skipanon job was received from the field today. Voucher covering semi-final payment is being prepared and will be sent to you tomorrow.

Voucher covering the final payment will be sent to you as soon as the checking of the final quantities can be completed; probably about the end of next week.

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER

ROCKY POINT, OREGON — SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GArfield 4356 PORTLAND, OREGON

July 8th, 1942.

Mr. R. H. Baldock,
State Highway Engineer,
SALEM, OREGON.

Dear Sir:

At the last Highway meeting I mentioned the Warrenton-Skipanon job which you stated you would put through for a final estimate. It has not yet been received and I would appreciate your putting the matter through as soon as possible.

Yours very truly,

PORTER W. YETT
By Porter W. Yett

TA:GB

REFERRED TO
Probert
By Chief Engineer
See me re this.

RECEIVED
JUL 1942
STATE HIGHWAY DIVISION

RECEIVED
JUL 14 1942
FOR FILING

FAS 66-P-1

July 13, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2403 covering grading and paving on the Warrenton-Skipanon Section of the Fort Stevens County Road, in Clatsop County. This payment, in the amount of $1,246.42, will be made on or after July 23, 1942. The retained percentage is $1,751.49.

We have been advised by Mr. Thomas T. Chave, Jr., Seaside, that he intends to file a claim, in the approximate amount of $4,400, in behalf of the estate of Clara Alberta Acherd for work on this contract, on which job I understand Mr. Acherd worked as subcontractor.

There may be other claims against this job of which we have not been advised, and the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter and advise whether or not you wish this semi-final released to the contractor, notwithstanding the above claim.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/ms

cc - Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Thomas T. Chave, Jr.
34½ North Halladay Drive
Seaside, Oregon

NOTED
D. G. DeSart

FORM E-90 20M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 2, 1942
Salem, Oregon.

2493

Subject:

To: Mr. S. H. Probert,
Office Engineer,
O f f i c e .

Dear Mr. Probert:

For your information I am enclosing a copy of a letter the original of which I have today mailed to Thomas T. Chave, Jr. of Seaside. You will note that he represents the estate of Mr. Achord, deceased, and that the estate intends to file a claim against the Porter Yett contract for the Warrenton-Skipanon job.

As soon as I get a copy of the claim, if it should come to this office, I will see that it is called to your attention.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

NOTED
D. G. DeSart

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

493

July 2, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Thomas T. Chave, Jr.,
Attorney at Law,
34 1/2 North Holladay Drive,
Seaside, Oregon.

Dear Sir:

I acknowledge your letter of June thirtieth in which you advise that you intend to file on behalf of the Administratrix of the Estate of Clara Alberta Achord a claim in the sum of $4,400 for work done on the Warrenton-Skipanon job, on which job I understand Mr. Achord worked as subcontractor under Porter Yett.

I have passed this information to the ~~Office Engineer~~ Secretary and when notice of this claim is received it too will be passed on to the contractor and to the contractor's surety.

Yours very truly,

J. M. DEVERS

JMD:PW

cc ~~S. H. Probert~~
H B Glaisyer

Form B-1—8M—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS-66-B-1

/R

For Week Ending Dec. 13 1941, 19

Section Warrenton - Skipanon

Kind of work Grading & Paving

Highway Fort Stevens County Road

Section prefix 204-1046

Contractor Porter W. Yett

Contract number 2498

Date of contract July 17, 1941, 19

Date of completion Sept. 30 1941, 19

Date work started " 28, ", 19

Estimated date of completion ....., 19

Amount of contract . . . . . $ 34,469.00

Per cent of time elapsed 74 days over contract %

Estimated cost of completed project, exclusive of engineering $36,396.36

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $2,200.00, ...% Date project was completed 11-15-41, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Mr. D. F. McKinze of Oregon City, who plans on doing the oiling for Porter W. Yett on the Warrenton Fort Stevens Road., was here Friday. He wanted to know if he would use R C 4.

Mr. Eason informed me that Gasco would be the only material permitted.

The weather biing threatening it was desided to wait until a more favorable time, I am to inform him when to start operations.

All quantities computed for Semi-final estimate,

Map and profile 50% complete.

NOTED
L. WEBER

NOTED
H. N. HACKETT

DEC 15 1941

RECEIVED
DEC 15 1941
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed L. D. Mars

Address Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday (or first week day thereafter); retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.52				
Miles partially completed	0.52				
Miles completed					
Total estimated quantities	3,550 c.y	4,600 Tons			4,800 s.y
Estimated quantities moved or placed to date	All	All			All
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers .....; ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair & Cold		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Rain		
Saturday	"		

STATE PRINTING DEPT.

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DEC 15 1941
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FAS-66-B-1

POST OFFICE BUILDING
PORTLAND, OREGON

December 12, 1941

Ore. SN-FAS 66-B(1),
Warrenton-Skipanon Sec.,
Ft. Stevens Co. Road.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

Fos

Wash Pr-12699

Form P. R. 2

Federal Aid Secondary

State Oregon

Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 19 41

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 606, 74th Congress).

Whereas the Highway Department of said State submitted on the 25th day of March, 19 40, a project statement, which was approved on the 1st day of May, 19 40, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 24 day of July 19 41 and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-three thousand, one hundred fifty and 00/100

dollars ($ 23,150.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11870

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State [redacted] Chapter 175, Laws 1917; Chap. 21, Laws 1929; Chap. 383, Laws 1929
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources _____

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 163+00 on Market Street and survey station 228+52 on Atlantic Street, (excepting therefrom that portion between survey stations 179+50 and 217+70) all in Warrenton, _____, length 0.517 of a mile, in Clatsop County, being Section B(1) of Oregon Federal Aid/Secondary project No. [redacted], consisting of 0.517 of a mile of roadway and No bridges, [redacted] of more than 20 feet clear span, [redacted]

16—11379 - GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of [illegible] dollars ($ 23,172.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [illegible] dollars ($ 37,946.15), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [illegible]
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 329, Laws 1939.
(Include reference to statute authorizing

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

OPO 16—11279

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 25 1941, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By Thos. McF. Allen
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. SE-PAS 66-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 37,946.15 as the total estimated cost of said project, and the sum of $ 23,150.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and NOV 25 1941

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
OCT 31 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS-66-B-1

October 24, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Federal Aid Secondary Project No. SN-FAS 66-B (1), the Warrenton-Skipanon Section of the Fort Stevens Road. Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Approval was made subject to the condition that the railroad grade crossings within the limits of the project will be protected by adequate safety devices as required by General Administrative Memorandum No. 63.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Copy sent to Enson.
Stark

RECEIVED
SEP 25 1941
FOR FILING

R

FAS 66-B-1

September 24, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith three copies of P. U. C. Oregon Order No. 9279, concerning the construction of a crossing at grade with the tracks of the Spokane, Portland and Seattle Railway Company, on the Warrenton-Skipanon Section, Project No. FAS 66-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
SEP 19 1941
FOR FILING

FAS 66-B-1

F 2493

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Warrenton-Skipanon Section, Project No. FAS 66-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 66-B (1)

HARRISON-SKYLAKE SECTION

OF THE FORT STEVENS ROAD IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, August 1, 1941

Roadway (Sta. 162+00 to 179+50) (Sta. 217+70 to 228+50)

All Required		Clearing and Grubbing		$ 1,500.00
1,100	sq. yds.	Removal of Old Pavement	$ .40	440.00
160	cu. yds.	Structural Excavation, Unclassified	2.00	320.00
90	cu. yds.	Trench Excavation, Unclassified	1.50	135.00
5,000	cu. yds.	Borrow Excavation, Unclassified	0.50	1,500.00
3,300	cu. yds.	General Excavation, Unclassified	0.30	990.00
33,000	yd. sta.	Short Overhaul	0.02	660.00
2,100	Cuyd. sta.	Long Overhaul	0.25	525.00
.52	mile	Finishing Roadbed & Slopes	500.00	260.00
40	lin. ft.	8" Corrugated Metal Pipe	1.15	46.00
150	lin. ft.	8" Sewer Pipe	.45	67.50
80	lin. ft.	18" Concrete Pipe	2.00	160.00
70	lin. ft.	24" Concrete Pipe	3.10	217.00
80	lin. ft.	36" Concrete Pipe	5.00	400.00
50	lin. ft.	Salvaging Culvert Pipe	1.00	50.00
4	only	Concrete Catch Basins	35.00	140.00
3,500	tons	3" - 0" Material in Base	1.80	6,300.00
750	tons	3/4" - 0" Materials in Shoulders and Footpath	2.00	1,500.00
260	tons	½" - 0" Materials in Cushion Course	2.10	546.00
400	cu. yds.	Filler	.10	40.00
400	yd. mi.	Hauling Filler	.10	40.00
40	M-gals.	Sprinkling	1.50	60.00
6,600	sq. yds.	Portland Cement Concrete Pavement	2.60	17,160.00
550	lin. ft.	¾" Expansion Joints in Pavement	.20	110.00
260	lin. ft.	½" Expansion Joints in Pavement	.15	39.00
3,700	lin. ft.	Contraction Joints	.03	111.00
550	only	Dowel Bars	.20	110.00
2,500	lbs.	Tie Bars and Reinforcement	.06	150.00
50	tons	Furnishing and Placing Aggregate	4.00	200.00
4	tons	Furnishing and Placing Bituminous Cement	30.00	120.00
		Subtotal		$34,496.50
		10% Engr. & Cont.		3,449.65
		Total		$37,946.15

Oregon State Highway Department

Length .517 mile
Cost per mile $73,396.00

FAS Funds	$23,150.00
State Funds	14,796.35
	$37,946.35

Funds for Construction Chapter 175, Laws 1917; Chap. 31, Laws 1920; Chap. 389, Laws 1939.
Funds for Maintenance Chap. 389, Laws 1939.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 66-B (1)

WARRENTON-SKIPANON SECTION

OF THE FORT STEVENS ROAD IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, August 1, 1941

Roadway (Sta. 162+00 to 172+50) (Sta. 217+70 to 228+50)

All Required		Clearing and Grubbing		$ 1,500.00
1,100	sq. yds.	Removal of Old Pavement	$ .40	440.00
160	cu. yds.	Structural Excavation, Unclassified	2.00	320.00
90	cu. yds.	Trench Excavation, Unclassified	1.50	135.00
3,000	cu. yds.	Borrow Excavation, Unclassified	0.50	1,500.00
3,300	cu. yds.	General Excavation, Unclassified	0.30	990.00
33,000	yd. sta.	Short Overhaul	0.02	660.00
2,100	C-yd. sta.	Long Overhaul	0.25	525.00
.52	mile	Finishing Roadbed & Slopes	500.00	260.00
40	lin. ft.	8" Corrugated Metal Pipe	1.15	46.00
150	lin. ft.	8" Sewer Pipe	.45	67.50
80	lin. ft.	18" Concrete Pipe	2.00	160.00
70	lin. ft.	24" Concrete Pipe	3.10	217.00
80	lin. ft.	36" Concrete Pipe	6.00	480.00
50	lin. ft.	Salvaging Culvert Pipe	1.00	50.00
4	only	Concrete Catch Basins	35.00	140.00
3,500	tons	3" - 0" Material in Base	1.80	6,300.00
750	tons	3/4" - 0" Materials in Shoulders and Footpath	2.00	1,500.00
260	tons	½" - 0" Materials in Cushion Course	2.10	546.00
400	cu. yds.	Filler	.10	40.00
400	yd. mi.	Hauling Filler	.10	40.00
40	M-gals.	Sprinkling	1.50	60.00
6,800	sq. yds.	Portland Cement Concrete Pavement	2.60	17,680.00
550	lin. ft.	3/4" Expansion Joints in Pavement	.20	110.00
260	lin. ft.	½" Expansion Joints in Pavement	.15	39.00
3,700	lin. ft.	Contraction Joints	.03	111.00
550	only	Dowel Bars	.20	110.00
2,500	lbs.	Tie Bars and Reinforcement	.06	150.00
50	tons	Furnishing and Placing Aggregate	4.00	200.00
4	tons	Furnishing and Placing Bituminous Cement	30.00	120.00
		Subtotal		$34,496.50
		10% Engr. & Cont.		3,449.65
		Total		$37,946.15

Length		.527 mile
Cost per mile		$73,396.80
FAS Funds		$33,150.00
State Funds		14,796.15
		$37,946.15

Funds for Construction: Chapter 175, Laws 1917: Chap. 31, Laws 1920:
Chap. 529, Laws 1939.
Funds for Maintenance: Chap. 529, Laws 1939.

RECEIVED
AUG 18 1941

FAS 66-B-1

August 13, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of contract No. 2493, which was awarded to you on July 17, 1941, by the State Highway Commission, covering the Warrenton-Skipanon Section of the Fort Stevens County Road, in Clatsop County. This copy is for your records and files. We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
AUG 2 1941
FOR FILING

FAS 66-B-1

Salem, Oregon
August 1, 1941

Mr. John Beakey
Traffic Engineer
Office

Dear Sir:

I have talked with Mr. Baldock, and with Tom Davis, re the automatic signal installation required on the Warrenton-Skipanon Project.

Mr. Davis says that he will approve the use of a signal of the same or similar design as the one already in place, provided the Federal Government is not asked to participate in its cost.

Mr. Baldock is agreeable to making the installation without Federal aid, even though the project is not on the State Highway System. Therefore, the way is clear to proceed with the installation of the signal or signals, in accordance with the provisions of P. U. C. Order No. 9279.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probart
Office Engineer

SHP:ER

cc to H. C. Smith
F. D. Mason

FORM E-30 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 25, 1941

Subject: Federal Aid Secondary No. 66

To:

S. H. Probert

With respect to the construction of a new road at Warrenton known as Federal Aid Secondary No. 66, it is necessary to construct a new grade crossing. As a result of the hearing held on July 8, the P.U.C. has ordered that an additional wigwag signal be installed at the west leg of the railroad Y and that the signal be of the same type as now installed on the main line of the railroad, or what is sometimes referred to as the south leg of the Y. The order further requires that the additional signal be of the same type as is now in operation.

This road is a Federal Aid Secondary and not on the state highway system. The question arises as to whether or not the cost of the additional signal can be handled by the federal funds, inasmuch as the existing signal is not standard and the P.R.A. may object to spending any federal funds for an additional signal of non-standard type.

I believe that this matter should be settled as soon as possible, because we will have to be making plans for the signal installation before long. The contract for the grade and paving was let at the last meeting.

John Beakey
Traffic Engineer

JB:VC

RECEIVED
JUL 25 1941
FOR FILING

R

FAS 66-B-1

Salem, Oregon
July 25, 1941

Mr. F. D. Eason
Highway Division Engineer
Salem, Oregon

Dear Sir:

Federal regulations require the installation of reflectorized cross buck grade crossing signs and reflectorized advance warning signs at the grade crossings on the Warrenton-Skipanon Project.

Please make arrangements for the installation of these signs with the view of having the signs in place by the time the construction of the project is completed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
PORTLAND

FAS 66-B-1

July 19, 1943

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract 2493 which was awarded to you by the State Highway Commission on July 17, covering the Warrenton-Skipanon Section of the Fort Stevens County Road, in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
JUL 21 1941
FOR FILING

FAS 66-B-1

July 19, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission on July 17 awarded you the contract for grading and paving on the Warrenton-Skipanon Section of the Fort Stevens County Road, in Clatsop County. This award was based on your low bid of $34,496.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

FAS 66-B-1

RECEIVED
JUL 21 1941
FOR FIELD

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

July 17, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 66-B (1), Warrenton-Skipanon Section of the Fort Stevens County Road, to Porter W. Yett, Portland, Oregon, who submitted the low and only bid.

Very truly yours,

W. H. LYNCH
District Engineer

July 16, 1942

Mr. H. E. Lynch
District Engineer
Public Roads Administration
Post Office Building
Portland, Oregon

Dear Sir:

All necessary right of way has been acquired for the Harrenton-Skipanon Section, Project No. FAS 66-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Distb. by J. H. Hoth/RR

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

July 2, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 66-B (1), the Warrenton-Skipanon Section of the Fort Stevens Road, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until a satisfactory agreement with the railroad company has been obtained and also pending receipt of a certificate that all necessary rights of way have been acquired.

Our recommendation is subject to adequate protection of the railway crossings being provided for in accordance with General Administrative Memorandum No. 63.

Copies of the usual town resolution covering encroachments should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

Oregon State Highway Department — Federal Aid Secondary
Project No. FAS 66-B (1)

WARRENTON-SKIPANON SECTION

OF THE FORT STEVENS ROAD IN CLATSOP COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 30, 1941

Roadway (Sta. 163+00 to 179+50) (Sta. 217+70 to 22[illegible]+50)

All Required		Clearing and Grubbing		$ 400.00
1,100	sq. yds.	Removal of Old Pavement	$ .30	330.00
160	cu. yds.	Structural Excavation, Unclassified	1.50	240.00
90	cu. yds.	Trench Excavation, Unclassified	1.50	135.00
5,000	cu. yds.	Borrow Excavation, Unclassified	.30	1,500.00
3,300	cu. yds.	General Excavation, Unclassified	.30	990.00
33,000	yd. stas.	Short Overhaul	.01	330.00
2,100	C-yd.stas.	Long Overhaul	.50	1,050.00
.52	mile	Finishing Roadbed and Slopes	300.00	156.00
40	lin. ft.	8" Corr. Metal Pipe	1.00	40.00
150	lin. ft.	8" Sewer Pipe	.70	105.00
80	lin. ft.	18" Concrete Pipe	2.50	200.00
70	lin. ft.	24" Concrete Pipe	3.50	245.00
80	lin. ft.	36" Concrete Pipe	5.50	440.00
50	lin. ft.	Salvaging Culvert Pipe	1.00	50.00
4	only	Concrete Catch Basins	20.00	80.00
3,500	tons	3" - 0" Material in Base	1.70	5,950.00
750	tons	3/4" - 0" Materials in Shoulders and Footpath	2.50	1,875.00
260	tons	1/2" - 0" Materials in Cushion Course	2.50	650.00
400	cu. yds.	Filler	.50	200.00
400	yd. mi.	Hauling Filler	.15	60.00
40	M-gals.	Sprinkling	2.00	80.00
6,800	sq. yds.	Portland Cement Concrete Pavement	2.20	14,960.00
550	lin. ft.	3/4" Expansion Joints in Pavement	.20	110.00
260	lin. ft.	1/2" Expansion Joints in Pavement	.15	39.00
3,700	lin. ft.	Contraction Joints	.03	111.00
550	only	Dowel Bars	.20	110.00

2,500	lbs.	Tie Bars and Reinforcement	$ .07	$ 175.00
50	tons	Furnishing and Placing Aggregates	5.00	250.00
4	tons	Furnishing and Placing Bituminous Cement	40.00	160.00
		Subtotal		$ 31,241.00
		10% Engr. & Cont.		3,124.10
		[illegible] Total		$ 34,365.10

Length [illegible] .517 mile
Cost per mile $ 66,470.21

FAS Funds- - - [illegible] $ 15,000.00
State Funds- - - -

WARRENTON-SKIPANON SECTION

PROJECT NO. FAS 66-B (1)

While negotiations for right of way are in progress, one parcel has not been acquired, nor has the right to occupy and use this parcel been secured, but it now believed that all necessary right of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

June 30, 1941

PR 46

Roadway (Warrenton-Skipanon)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 1, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1941 Project No. WAS 66-B (1)

Estimated Total Cost Roadway $ 34,365.10 Length: Miles .517

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	2,300	6	Metal culvert pipe	Lb.	340
2	Aggregates	Cy.	6,000	7	Reinforcing steel	Lb.	4,500
3	Bituminous mat.	Gal.	950	8	Structural steel	Lb.	
4	Lumber	M.	4	10	Explosives	Lb.	
5	Timber piling	Lft.					

4-1112 Bridge, North Fork Necanicum River
Wolf Creek Highway 1941

2494

RECEIVED
AUG 6 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

4-1112

Subject: Request for release of warrants on final estimates.

To: Mr. H. R. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	10695	2494	5 Final	Frank Hall Construction	2,002.71	227249	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ok.
W. C.

ACCOUNTING DIVISION
By M. J. Putnam
Bookkeeping Dept.

Approved _____
Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 10 1942
FOR FILING

H-1112

July 9, 1942

The Aetna Casualty & Surety Co.
Bates, Kively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2494 for work on the North Fork Nestucca River Bridge on the Wolf Creek Highway in Clatsop County, has been completed by the contracting firm, Frank Watt Construction Company, and that final settlement will be made on or after July 20, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $16,788.26, including final payment, of which $45.80, is for force account work. This contract was completed on April 6, 1942, and accepted by the Highway Commission on April 30, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
JUL 6 1942
FOR FILING

4-111

July 2, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen:

In accordance with your letter of June 29, 1942, you are advised that contract No. 2494, with Frank Watt Construction Company, was completed April 6, 1942, and accepted by the State Highway Commission April 30, 1942. There has been paid for work done to February 15, 1942, the amount of $14,735.55.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

NOTED
D.G. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATwater 7321

June 29, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Frank Watt
Contract #2494

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HORNER
Division Credit Manager

PWH:GL
Encl.

RECEIVED
JUN 29 1942
FOR FILING

4-1112

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

June 25th, 1942.,

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Contract No. 2494 -- Frank Watt Constr.Co.
North Fork Necanicum River Bridge on the
Wolf Creek Highway in Clatsop County, Ore.

ATTENTION: Mr. H. B. Glaisyer.

We enclose herewith Contract Status Report to be completed and signed by yourselves in connection with the contract in caption, upon which we have executed the contract bond in The Aetna Casualty and Surety Company of Hartford, Connecticut.

We trust that you will give this matter your early attention, and we enclose herewith a self addressed stamped envelope for your convenience in replying.

Very truly yours,

BATES, LIVELY & PEARSON,

BY: K L Derby

mb
Encls: - Contract Status Report.

RECEIVED
JUN 26 1942
STATE HIGHWAY COMMISSION

NOTED
D. G. DeSart

RECEIVED
JUN 17 1942
FOR FILING

4 - 1112

June 16, 1942

Frank Watt Construction Co.
2020 S. E. 58th
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on April 30, 1942, granted you the extension of time requested, from January 31 to April 7, 1942, without penalty, in connection with contract No. 2494 for construction of a bridge over the North Fork of the Nesmuiceum River on the Wolf Creek Highway, in Clatsop County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - F. D. Mann

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AUG 20 1941
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4-1112

August 19, 1941

Frank Watt Construction Co.
2020 N. E. 58th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2494 which was awarded to you on July 31, 1941, by the State Highway Commission covering the North Fork Mountain River Bridge on the Wolf Creek Highway in Clatsop County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. DeSart

RECEIVED
JUL 25 1941
FOR FILING

4-1112

July 22, 1941

Frank Watt Construction Co.
2020 N. E. 58th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2494, which was awarded to you by the State Highway Commission, on July 17, 1941, covering the North Fork Nestucca River Bridge on the Wolf Creek Highway in Clatsop County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA

Secretary

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JUL 21 1941
FOR FILING

4-1112

July 19, 1941

Frank Watt Construction Co.
2020 N. E. 58th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on July 17, 1941, awarded you the contract for the Bridge over the North Fork of the Necanicum River at milepost 7.12 on the Wolf Creek Highway, in Clatsop County. This award was based on your low bid of $16,826.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

FAS 62-A-1 Kimberly-Simas School Sec., 1941
Kimberly-Long Cr. Secon.
#2495

RECEIVED
JUL 6 1942
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FAS 62-A-1

July 1, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 62-A (1)
Kimberly-Simas School Section
Monument Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUL 2 - 1942

WAYne 15.3.20

Form P. R. 2

State Oregon

Federal Aid Secondary — Project No. FAS 69-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of April, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 17th day of June, 1941, a project statement, which was approved on the 30th day of June, 1941, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 27th day of June 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-two thousand, one hundred fifty and 00/100

dollars ($ 32,150.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 32, laws 1920; Chap. 589, laws 1939 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 12+30 at Federal Aid Road No. 6 in the NW 1/4, Section 30, T. 9 S., R. 26 E., W.M., and survey station 290+00 in the NW 1/4, Section 14, T. 9 S., R. 26 E., W.M., length 5.390 miles, in Grant County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 62, consisting of 5.390 miles of roadway and no bridges, each of more than 20 feet clear span, [illegible]

16—11379 GPO

RECEIVED JUN 27 1942 REGIONAL HEADQUARTERS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of thirty-two thousand, one hundred fifty and 00/100 dollars ($ 32,150.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-three thousand, seven hundred six and 50/100 dollars ($ 53,706.50), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 589, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED JUN 27 1942

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11370

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JUN - 1 1942, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry L. Cabell
Chairman, State Highway Commission
(Title of officer)

By Thurman H. Clough
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. W. Terry
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 62-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 52,706.50 as the total estimated cost of said project, and the sum of $ 32,150.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and JUN - 1 1942

FEDERAL WORKS ADMINISTRATOR

By W. W. Fenn
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

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JUL 3 1942
FOR FILING

FHS 62-A-1

July 1, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Attention Frank J. Burney

In accordance with your letter of June 26, 1942, you are advised that contract No. 2495, with E. L. Gates, was completed April 24, 1942, and accepted by the State Highway Commission June 4, 1942. The total amount of money paid on this contract was $57,213.60.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

FAS 62-A-1

R. H Baldock

M[illegible]9th, 1942

FINAL COST ANALYSIS
Grading & Surfacing Kimberly-Long Creek Secondary
Kimberly-Clarks School
Contract 2495
E. L. Gates, Contractor
Prefix 112-1016
N. A. Toole, Resident Engineer

RECEIVED
[illegible]
PORTLAND

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$813.66	All	$813.66	$1500.00	$1,500.00
Trench Excavation, Unclassified	932.46	944.4 Cu. Yd.	0.99	1.25	1,180.50
General Excavation, Unclassified	28,144.01	111,331.7 " "	0.25	0.34	37,852.78
Truck Haul	2,321.03	9,567.7 Yd. Mi.	0.24	0.20	1,913.54
Rounding Cutbanks	1,606.97	20,406 Lin. Ft.	0.08	0.08	1,632.48
Finishing Roadbed & Slopes	4,294.61	5.39 Miles	796.77	250.00	1,347.50
18" Concrete Pipe	2,006.46	951 Lin. Ft.	2.11	2.20	2,092.20
24" " "	845.56	291 " "	2.91	3.00	873.00
36" " "	1,642.94	208 " "	7.90	8.00	1,664.00
24" Corr. Iron Pipe	92.02	24 " "	3.84	4.25	102.00
Salvaging Culvert Pipe	257.37	322 " "	0.80	0.75	241.50
Selected Roadbed Topping	3,336.76	11,286.4 Cu. Yd.	0.30	0.30	3,385.92
Hauling Roadbed Topping	3,298.30	13,577.8 Yd. Mi.	0.24	0.10	1,357.78
Sand Surfacing	1,198.95	3,684.0 Cu. Yd.	0.33	0.30	1,105.20
Hauling Sand Surfacing	1,021.44	4,334.4 Yd. Mi.	0.24	0.10	433.24
Sprinkling	348.71	221.53 M/Gal.	1.57	2.00	443.06
PA #1, 15" Corr. Iron Bands	4.52	2 Each	2.26	2.15	4.30
PA #2, 18" Concrete Pipe	43.56	24 Lin. Ft.	1.82	1.65	39.60
Force Account	49.46				45.00
	$52,258.79				$57,213.60

NOTED
State Highway Engineer

Gross Revenue	$57,213.60
Total Cost	52,258.79
Net Profit	$4,954.81

Net Profit Equals 8.7% of Gross Revenue

Detail of Cost

Labor:

Supervision	$7,567.60	
Labor	13,382.39	
State Industrial Accident Insurance	1,634.10	
Social Security & Unemployment Insurance	838.00	
		$23,422.09

Materials:

Pipe - 18" Concrete	975 lin. ft.	at	$1.65	$1,608.75
24" "	291 "	"	2.30	669.30
36" "	208 "	"	6.40	1,331.20
24" Corr. Iron	24 "	"	3.10	74.40
15" Corr. Iron Bands	2 each	"	1.70	3.40
				3,687.05

Equipment Rental, Small Tools & Misc.:

Equipment Rental	$11,064.50	
Rented Equipment	3,431.49	
Gas, Oil & Grease	3,498.09	
Freight	126.62	
Cable	382.49	
Drill Steel	63.04	
Explosives	1,462.96	
Move In	1,813.55	
P.L. & P.D. Insurance	585.00	
Bond	572.14	
Home Office & General Overhead	1,716.41	
Small Tools & Misc. Supplies	433.36	
		25,149.65

Total Cost $52,258.79

Kimberly-Simas School

Remarks:

This was a "Federal Aid Secondary Project" and consisted of the construction, topping and sand surfacing of 5.39 miles of highway roadbed. The contractor bid the job July 17th, 1941, started working November 10th, 1941 and finished April 25th, 1942.

Equipment on the job consisted of two RD-8 tractors with 13 cu. yd. carryalls, one RD-8 tractor with dozer, one 210 compressor, one 105 compressor mounted on truck, one ripper, one steel sharpener, one flatbed truck, one pick-up, one Marion 1½ cu. yd. shovel, one #12 blade, four 4 cu. yd. dump trucks and one waterwagon. The waterwagon and dump trucks were hired by the hour with all other equipment being brought in by the contractor. Grading operations were carried along smoothly although some down time was experienced due to bad weather. Tractors and carryalls were very economical, but shovel and truck costs were rather high. This was mostly due because the shovel was considerably too large for the small dump trucks, and excessive time was used for loading. During the latter part of January a washout carried away a considerable portion of fill along the bank of the John Day River, and the rebuilding of this section caused a material overrun in excavation quantities.

Topping and sand surfacing hauling costs were high due to the same cause as that experienced in excavation and also because of the short haul which averaged only 1.2 miles.

This job was bid at fair prices, had efficient supervision, very good skilled labor, fair unskilled labor and showed an excellent profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

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JUN 1 1942
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FAS 6.2-A-1

May 29, 1942

General Casualty Company of America
Dooly & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2495 for work on the Kimberly-Sisms School Section of the Kimberly-Long Creek Secondary Highway, in Grant County, has been completed by the contractor R. L. Gates, and that final settlement will be made on or after June 9, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $57,213.60, including final payment, of which $45.00 is for force account work. This contract was completed on April 24, 1942, and has not yet been accepted.

Very truly yours,

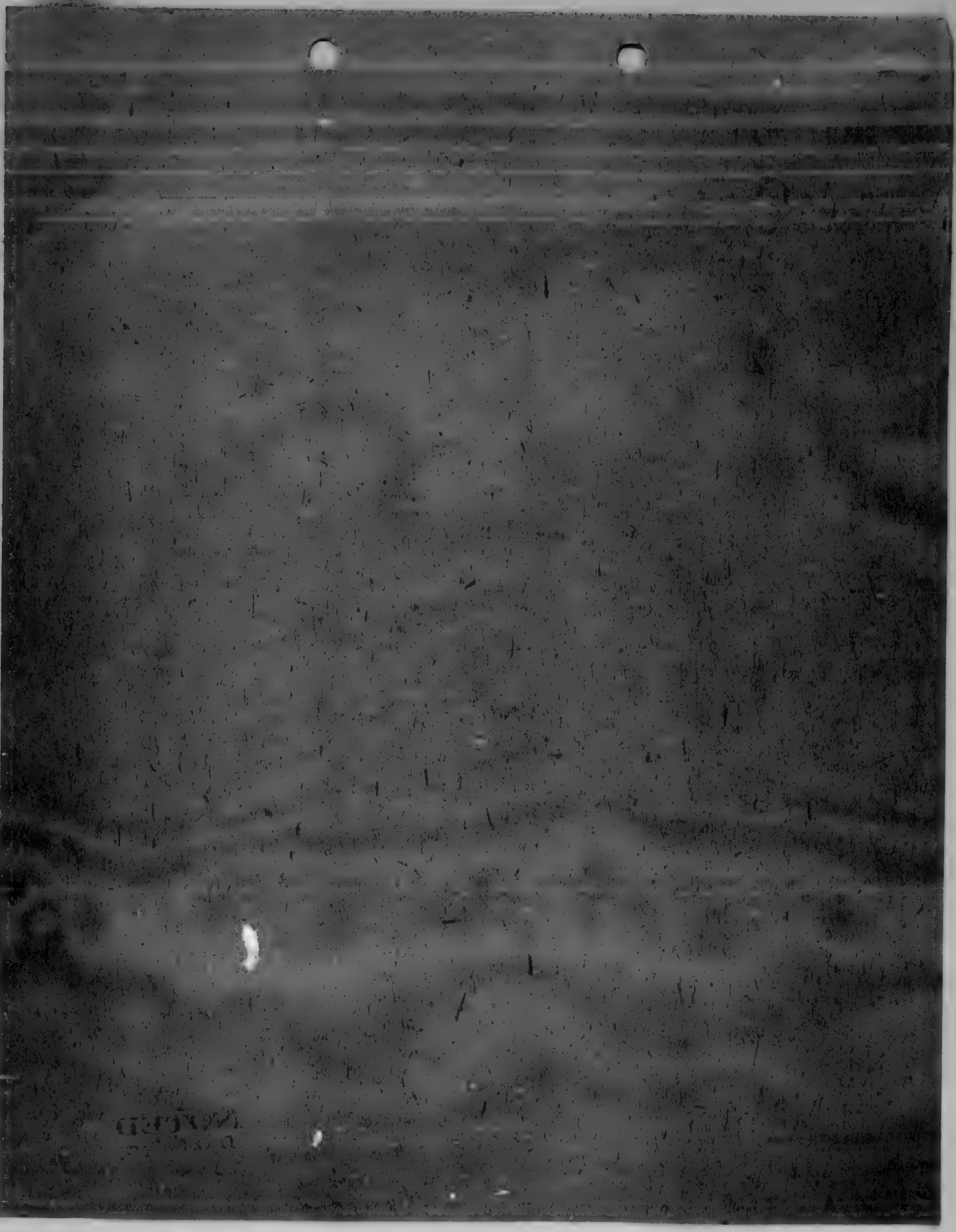
OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

NOTED
[illegible] Dart



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MAR 20 1942
FOR FILING

FHS 62-B-1

May 19, 1942

General Casualty Company of America
Healy and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. L. Gates, on contract No. 2495 covering grading and surfacing of the Kimberly-Dixie Section of the Kimberly-Long Creek Secondary Highway, in Grant County. This payment, in the amount of $6,163.94, will be made on or after May 29, 1942. The retained percentage is $1,716.63.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

FAS 62-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
FOR FILING

May 7, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Secondary Project No. FAS 62-A (1), Kimberly-Simas School Section, Monument Highway, was made by a representative of this office on April 23, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 8 - 1942

RECEIVED
MAY 7 1942
FOR FILING

FAS 62-A-1

May 6, 1942

Mr. E. L. Gates
Project City, California

Dear Sir:

The State Highway Commission, at its meeting on March 20, 1942, granted you the additional extension of time requested, from February 28 to June 1, 1942, without penalty, in connection with contract No. 2495 for grading and surfacing the Kimberly-Simas School Section of the Kimberly-Long Creek Secondary Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Paul Van Secy

FAS 62-A-1

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 30 1942
FOR FILING

POST OFFICE BUILDING
PORTLAND, OREGON

April 28, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 62-A (1)
Kimberly-Simas School Section
Kimberly-Long Creek Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Sr. Highway Engineer

Form E-1—SM—8-41

FAS 62-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT REPORT NO. 24

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 25, 1942

Section Kimberly - Dimas School

Highway Kimberly - Long Creek

Contractor E. L. Bates

Date of contract July 17, 1941

Date work started November 10, 1941

Amount of contract . . . . . $ 47,915.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 55,000.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 4350.00, 7.9 %

Kind of work Grading and Surfacing

Section prefix 112-1016

Contract number 2495

Date of completion October 31, 1941

Estimated date of completion April 24, 1942

Per cent of time elapsed 100 %

Date project was completed April 24, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The No. 12 power blade shaped the sand surface on Monday and Tuesday. On Wednesday it bladed ditches along the old road, and Wednesday afternoon and Thursday completed cleaning up berms and miscellaneous data along the job.

From 8 to 10 men sloped fills, cleared ditches and picked up large rocks from the slopes and shoulders along the project, completing all work on the project on Friday, April 24. The contractor had stored his equipment along the job prior to moving it from the project.

The engineering party has been working in the office on this project all week.

RECEIVED
APR 27 1942

NOTED
E. M. GRIFFITH

Signed [signature]

Address John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

RECEIVED
MAY 28 1942
FOR FILING

FAS 62-A-1

February 21, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Kimberley-Sisters School Section, Project No. FAS 62-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 62-A (1)

KIMBERLY-MIRAS BORROW SECTION OF THE

KIMBERLY-LONG CREEK HIGHWAY IN GRANT COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 11, 1942

All Required		Clearing and Grubbing		$ 1,500.00
530	cu. yds.	Trench Excavation	$ 1.25	662.50
90,000	cu. yds.	General Excavation, Single Classification	.34	30,600.00
4,000	yd. mi.	Truck Haul	.20	800.00
24,000	lin. ft.	Rounding Cutbanks	.08	1,920.00
5.39	miles	Finishing Roadbed and Slopes	250.00	1,347.50
900	lin. ft.	18" Concrete Pipe	2.20	1,980.00
260	lin. ft.	24" Concrete Pipe	3.00	780.00
96	lin. ft.	36" Concrete Pipe	8.00	768.00
24	lin. ft.	24" Corrugated Metal Pipe	4.25	102.00
260	lin. ft.	Salvaging Culvert Pipe	.75	195.00
13,000	cu. yds.	Selected Roadbed Topping	.30	3,900.00
11,500	yd. mi.	Hauling Roadbed Topping	.10	1,150.00
3,700	cu. yds.	Sand Surfacing	.30	1,110.00
4,000	yd. mi.	Hauling Sand Surfacing	.10	400.00
350	M-gals.	Sprinkling	2.00	700.00
		Subtotal		$ 47,915.00
		10% Engr. & Cont.		4,791.50
		Total		$ 52,706.50

Length 5.390 miles
Cost per mile $ 9,778.57

FAS Funds - - -

RECEIVED
FEB 5 1942
FOR FILING

FAS 62-A-1

February 5, 1942

Mr. E. L. Gates
Project City, Calif.

Dear Sirs

The State Highway Commission, at its meeting on December 18, 1941, granted you an extension of time requested, from October 31, 1941, to February 28, 1942, without penalty, in connection with contract No. 2495 for grading and surfacing the Kimberly-Simas School Section of the Kimberly-Long Creek Secondary Highway, in Grant County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. Paul Vam Scoy

RECEIVED
AUG 14 1941
FOR ...

R

FAS 62-A-1

August 13, 1941

Mr. E. L. Oates
Packwood, Washington

Gentlemen:

We are sending you today by express fully executed copies of the following contracts which were awarded to you on July 17, 1941, by the State Highway Commission:

Contract No. 2495. 5.39 miles grading and surfacing on the Kimberly-Elmas School Section of the Kimberly-Long Creek Secondary Highway, in Grant County.

Contract No. 2492. 2.09 miles grading, surfacing and oiling, on the Monroe-Lane County Line Section of the Territorial Secondary Highway, in Benton County.

Contract No. 2500. 2.22 miles grading and topping on the Meadow Brook Section of the Starkey Secondary, in Union County.

These copies are for your records and files. We are also sending executed copies to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

P. S. In accordance with your previous instructions we are expressing the above copies of these contracts to Dooly & Company, Board of Trade Building, Portland.

NOTED
D.G DeSart

RECEIVED
JUL 21 1941
FOR FILING

FAS 62-A-1

July 19, 1941

Mr. E. L. Oakes
c/o Healy & Company
Board of Trade Bldg.
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on July 17:

No. 2492. Monroe-Lane County Line Section of the Territorial Secondary Highway, in Benton County. 2.09 miles grading, surfacing and oiling.

No. 2495. Kimberly-Sisters School Section of the Kimberly-Long Creek Secondary Highway, in Grant County. 5.39 miles grading and surfacing.

No. 2500. Meadow Brook Section of the Starkey Secondary Highway in Union County. 2.22 miles grading and topping.

Kindly execute all four copies of each contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each will be returned to you for your records and files. We will also furnish an executed copy of each to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of accounts due hospital associations, et cetera.

Very truly yours,

NI

OREGON STATE HIGHWAY COMMISSION
By

Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 21 1941
FOR AUDIT

FAS 62-A-1

July 19, 1941

Mr. E. L. Gabes
Parkwood, Washington

Dear Sir:

The State Highway Commission on July 17 awarded you the contract for grading and surfacing on the Kimberly-Mimms School Section of the Kimberly-Long Creek Secondary Highway, in Grant County. This award was based on your low bid of $47,915.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc -H. E. Probert
G. E. Peterson

FAS 62-A-1

RECEIVED
JUL 21 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
July 17, 1941

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 62-A (1), Kimberly-Simas School Section of the Kimberly-Long Creek Secondary Highway, to E. L. Gates, Packwood, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

FAS 62-A-1

RECEIVED
JUL 1941
FOR FILING

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
June 27, 1941

RECEIVED
JUN 28 1941
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Project FAS 62-A (1), the Kimberly-Simas School Section of the Monument Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 2 9 1942
FOR FILING

41 - On

June 23, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR 46 to accompany plans and specifications for the Kimberly-Dixie School Section, Project No. FAS 62-A (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encls.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 62-A (1)

KIMBERLY-LINCOLN SCHOOL SECTION OF THE KIMBERLY-LONG CREEK HIGHWAY IN GRANT COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 23, 1941

All Required		Clearing and Grubbing		$ 1,000.00
530	cu. yds.	Trench Excavation	$ 1.50	795.00
90,000	cu. yds.	General Excavation, Single Classification	.28	25,200.00
4,300	yd. mi.	Truck Haul	.12	480.00
24,000	lin. ft.	Rounding Cutbanks	.10	2,400.00
5.39	miles	Finishing Roadbed and Slopes	300.00	1,617.00
900	lin. ft.	18" Concrete Pipe	2.50	2,250.00
260	lin. ft.	24" Concrete Pipe	3.50	910.00
96	lin. ft.	36" Concrete Pipe	6.00	576.00
24	lin. ft.	24" Corrugated Metal Pipe	3.50	84.00
260	lin. ft.	Selvraging Culvert Pipe	1.00	260.00
13,000	cu. yds.	Selected Roadbed Topping	.30	3,900.00
11,500	yd. mi.	Hauling Roadbed Topping	.12	1,380.00
3,700	cu. yds.	Sand Surfacing	.30	1,110.00
4,000	yd. mi.	Hauling Sand Surfacing	.12	480.00
350	M-gal.	Sprinkling	2.00	700.00
		Subtotal		$ 43,142.00
		10% Engr. & Cont.		4,314.20
		Total		$ 47,456.20

Length 5.390 miles
Cost per mile $ 8,804.48

FAS Funds	$ 12,000.00
State Funds	35,456.20
	$ 47,456.20

PR 46

Roadway (Kimberly-Dixie School)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 1, 1941 State Oregon

Completion Date (Est.) Oct. 31, 1941 Project No. FAS 62-A (1)

Estimated Total Cost Roadway $47,456.29 Length: Miles 5.370

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	100	6	Metal culvert pipe	Lb.	600
2	Aggregates	Cy.	80	7	Reinforcing steel	Lb.	3,700
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	6,000
5	Timber piling	Lft.					

KIMBERLY-SIMAS SCHOOL SECTION

PROJECT NO. FAS 62-A(1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

June 23, 1941

119-1006 Warner Summit-Mud Creek Sec.
Warner Secondary Highway 1941

2496

RECEIVED
MAR 22 1945
FOR FILING

119-1186

COPY OF WESTERN UNION TELEGRAM

Salem, Oregon., March 20, 1945

RECEIVED
MAR 22 1945
FOR FILING

E. B. Bishop,

Orland California.

Dotail bids for improvement Warner Summit-Bud Creek Section received July 17, 1941 and contract awarded to Rogers Construction Company same day.

H. B. GLAISYER, Secretary

OREGON STATE HIGHWAY COMMISSION

Confirmation
Auditor (5001-900)
Filed

:YOU CALLED FOR BIDS THREE OR FOUR YEARS AGO LAKE COUNTY WARNER SUMMIT CORNAS CREEK SECTION WARNER SECONDARY HIGHWAY ADVISE BID OPENING DATE=

E B BISHOP.

RECEIVED
MAR 22 1945
FOR FILING

ANSWERED
H. B. GLAISYER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

RECEIVED
AUG 29 1942
FOR FILING

119-1026

August 28,1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2496 for work on the Warner Summit-Mud Creek Section of the Warner Secondary Highway, in Lake County, has been completed by the contractor, Rogers Construction Company, and that final settlement will be made on or after September 8, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $53,461.65, including final payment, of which $133.75 is for force account work. This contract was completed on July 13, 1942, and accepted by the Commission August 14, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

RECEIVED
AUG 14 1942
FOR FILING

119-10016

August 13, 1942

Rogers Construction Company
Dayton, Washington

Gentlemen:

The State Highway Commission, at its meeting on July 23, 1942, granted you the extension of time requested from November 15, 1941, to July 31, 1942, without penalty, in connection with contract No. 2496, for grading and surfacing the Warner Summit-Mud Creek Section of the Warner Secondary Highway, in Lake County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HM

cc - W. E. Chandler

RECEIVED
AUG 8 1942
FOR FILING

119-1006

August 7, 1942

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on contract No. 2496 for grading and surfacing the Warner Summit-Bud Creek Section of the Warner Secondary Highway, in Lake County. This payment, in the amount of $7,039.14, will be made on or after August 17, 1942. The retained percentage is $1,603.37.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
D. G. DeSart

Form E-1—SM—6-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 1, 1942

Section Warner Summit - Mud Creek — Kind of work Grading & Surfacing

Highway Warner Secondary — Section prefix 119-1006

Contractor Rogers Construction Co. — Contract number 2496

Date of contract July 17, 1941 — Date of completion November 15, 1941

Date work started October 6, 1941 — Estimated date of completion July 13, 1942

Amount of contract . . . . . $ 52961. — Per cent of time elapsed 282 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 53447

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 3495., 6.6 % — Date project was completed July 13, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate completed and sent to Division Engineer on July 29.

Wm. E. Chandler inspected project on July 28.

Final Report.

NOTED
RAY WEBBER

RECEIVED
AUG 3 - 1942

NOTED
E. M. BOOTH

Signed John T. Burch

Address Bly, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.84	6.91			
Miles partially completed	2.84	6.91			
Miles completed	2.84	6.91			
Total estimated quantities	29450.	19700.	1000.		
Estimated quantities moved or placed to date	27690.	21440.	1410.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	Clear		

STATE PRINTING DEPT.

19-1006

CROSS REFERENCE SHEET

Name or Subject: Warner Summit-Mud Creek Section File No.

Regarding: Complaint about condition of surface. This section newly surfaced but not oiled. Date: 7/27/42

SEE

Name or Subject: MAINTENANCE
Highways
Secondary

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

Library Bureau
Division of
Remington Rand Inc.
Branches Everywhere
Cat. No. 30-5902
For use in all Filing Systems

RECEIVED
DEC 20 1941
FOR FILING

119-1006

R

December 19, 1941

Mr. Theodore R. Conn
Attorney at Law
Wilcox Building
Lakeview, Oregon

Dear Sir:

Your letter of December 11 addressed to the attention of Mr. Baldock has been handed to me to answer.

We require our contractors to furnish performance bonds for the protection of labor and material men, which bonds are on file in this office. We do not require property damage insurance, although I believe most of the contractors carry it for their own protection.

I am sorry to say that we have no record of the insurance company with whom Rogers Construction Company might carry their property damage insurance for their equipment in use on their contract between Adel and Lakeview, which work we presume is state highway contract No. 2496, for grading and surfacing the Warner Summit-Bad Creek Section of the Warner Secondary Highway, in Lake County.

I will say that the performance bond on this contract was furnished by the United Pacific Insurance Company, through their resident agent, Jo Stroyan, Board of Trade Building, Portland, if this information will be of any use to you.

Very truly yours,

Secretary

DGD:HS

NOTED
D. G. DeSart

THEODORE R. CONN
ATTORNEY-AT-LAW
WILCOX BUILDING
LAKEVIEW, OREGON

REFERRED TO
W. C. Glasgow
By Chief Engineer
Please take
care of this
matter & answer
the letter yourself.

December 11, 1941

State Highway Commission
Salem, Oregon

Attention: Mr. Baldock

Dear Sir:

Mr. Phil N. Smith, Watermaster for Lake County, advises me that on November 22nd, while travelling from Adel, Oregon to Lakeview, Oregon, over a portion of the road now under construction by Roger Brothers Construction Company, one of the graders used by the construction company backed into the car of Mr. Smith, damaging a fender.

At the time of the collision Mr . Smith's car was not in motion as he was waiting for Roger Brothers Construction Company to get the grader out of the way. As you no doubt know, Roger Brothers Construction Company have never properly maintained a detour on this road and the inhabitants of this County using the road have had to stop and wait for them to make the road passable. I myself waited as much as a half hour for this road to be cleared.

Mr. Smith and I are anxious to know the name of the insurance company writing the property damage insurance for the Roger Brothers Construction Company as we intend to collect this loss.

Thanking you in advance for this favor, I remain

Very truly yours,

Theodore R. Conn

TRC:BY

Does this [illegible]

Will have no record
of property damage insurance
HHS

RECEIVED
DEC 12 1941
STATE HIGHWAY COMMISSION

RECEIVED
AUG 20 1941
FOR FILING

119-1006

August 19, 1941

Rogers Construction Co.
Box C 4
Dayton, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2496 which was awarded to you on July 17, 1941, by the State Highway Commission covering the Warner Summit-Hot Creek Section of the Warner Secondary Highway in Lake County for 2.84 miles grading and 6.91 miles surfacing. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. ... DeSart

RECEIVED
AUG 21 1941

119-1006

August 19, 1941

Jo Stevens
Board of Trade Building
Portland, Oregon

Dear Madam:

We are sending you today by express a fully executed copy of Contract No. 2496, which was awarded to Rogers Construction Company by the State Highway Commission on July 17, 1941, covering 2.84 miles grading and 6.91 miles surfacing on the Warner Summit-Mud Creek Section of the Warner Secondary Highway in Lake County.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

OA Secretary

NOTED
D . DeSart

RECEIVED
JUL 2 3 1941

119-1006

July 21, 1941

Rogers Construction Co.
Box C 4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2496, which was awarded to you by the State Highway Commission, on July 17, 1941, covering the Warner Summit-Mud Creek Section of the Warner Secondary Highway in Lake County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA Secretary

NOTED
D. J. DeSart

RECEIVED
JUL 21 1941
FOR FILING

119-1006

July 19, 1941

Rogers Construction Company
Dayton, Washington

Gentlemen:

The State Highway Commission on July 17 awarded you the contract for grading and surfacing on the Warner Summit-Mud Creek Section of the Warner Secondary Highway, in Lake County. This award was based on your bid of $52,963.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc -- E. E. Probert
E. E. Peterson

21-1117 Bridge, Millport Slough, Kernville
Oregon Coast Highway 1941

2497

RECEIVED
SEP 21 1942
FOR FILING

21-1117

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Warner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that C. J. Kiddo's contract, No. 2497, was completed on July 8, 1942, and was accepted by the State Highway Commission on July 23, 1942.

Very truly yours,

Secretary

RECEIVED
AUG 14 1942
FOR FILING

21-1117

August 13, 1942

Mr. C. J. Elden
Box 5686 Kenton Station
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on July 23, 1942, granted you the extension of time requested, from February 28 to July 8, 1942, without penalty, in connection with contract No. 2497, for construction of a bridge over Hillport Slough near Kernville on the Oregon Coast Highway, in Lincoln County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - F. D. Keen

RECEIVED
JUL 21 1942
FOR FILING

21-1117

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 28, 1942

Subject: Request for release of warrants on final estimates.

To: Mr. H. R. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	10473	2497	6-final	C. J. Elden	2,268.22	227056	OK & S&L
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

NOTED
D. G. DeSart

RECEIVED
JUL 13 1942
FOR FILING.

21-VII-7

July 13, 1942

General Casualty Company of America
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2497 for work on the Willport Slough near Kernville, Oregon Coast Highway, in Lincoln County, has been completed by the contractor, C. J. Elden, and that final settlement will be made on or after July 23, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $22,272.05, including final payment, and that no force account work was performed therein. This contract was completed approximately July 8, 1942, and will probably be presented to the Commission for acceptance at its meeting on July 23.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MH

NOTED
D. G. DeSart

RECEIVED
AUG 20 1941
FOR FILING

21-1117

August 19, 1941

C. J. Elden
P. O. Box 5686
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2497 which was awarded to you on July 28, 1941, by the State Highway Commission covering the Siletz Slough Bridge in Lincoln County on the Oregon Coast Highway. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

GA Secretary

NOTED
D DeSart

RECEIVED
JUL 25 1941
FOR FILING

21-1117

July 22, 1941

Mr. C. J. Eldon
P. O. Box 5686
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2497, which was awarded to you by the State Highway Commission, on July 17, 1941, on the Millport Slough Bridge on the Oregon Coast Highway in Lincoln County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OA

Secretary

RECEIVED
JUL 21 19[illegible]
FOR FILING

21-1117

R

July 19, 1941

Mr. C. J. Eldon
Box 5686
Kenton Station
Portland, Oregon

Dear Sir:

The State Highway Commission on July 17 awarded you the contract for the Millport Slough Bridge near Kerrville on the Oregon Coast Highway in Lincoln County. This award was based on your low bid of $22,954.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

RECEIVED
JUN 20 1941
FOR FILING

Canal
Projects
Bridges

21-1117

June 21, 1941

Millport Slough bridge

Mr. O. S. Paxson

The Commission approved the construction of a new bridge at Millport Slough.

C. B. McCullough

CBM:HI

RECEIVED
JUN 11 1941
FOR FILING

Const
Projects -
Bridges

21-1117

R

June 10, 1941

Bridge over Millport Slough

Mr. R. H. Baldock

Will you please place this on the agenda? This is the bridge which went out last week.

Temporary repairs have been made but it is necessary as a permanent measure to completely replace the structure using creosoted timber piles.

C. B. McCullough

cc H. B. Glaisyer

SN-FAP 306-B-1 Front Ave., Portland (Clay St.-Sheridan St.) 1941
#2498 Pacific Hwy. West

RECEIVED
JUL 17 1943
FOR FILING

306-B-1

July 13, 1943

Fidelity & Deposit Co. of Maryland
R. E. Pimsey, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2498 for work on the Front Avenue (Clay St. - Sheridan St.) Portland section of the Pacific Highway West, in Multnomah County, has been completed by the contractor, Adlefsen-Weygandt Co., and that final payment in the amount of $7,601.83 will be made on or after July 23, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $259,229.08 of which amount $2,837.01 represents the amount of force account items. This contract was completed on December 31, 1942 and accepted by the Commission on February 18, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

EB Secretary

RECEIVED
FOR FILING

306-B-1

June 7, 1943

Fidelity & Deposit Company of Maryland
R. E. Finney, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Hilefsen-Haygaudt Company on contract No. 2496, covering work on the Front Avenue (Clay Street-Sheridan Street) Section of the Pacific Highway West, in Multnomah County. This payment, in the amount of $20,096.69, will be made on or after June 17, 1943.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary

NOTED
A. L. MONSON

306-B-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 26, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 306-B (1), Clay St.-Sheridan St. Section, Front Avenue, Portland, was made by a representative of this office on December 31, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 23 1943
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

306-B-1

April 9, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 306-B(1)
Clay St.-Sheridan St. Section
Front Avenue

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
APR 10 1943
STATE HIGHWAY COMMISSION

Wa 4pw 12700

Section B(1)
Oregon Federal Aid Project No. SE-PAP 306

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 1, 1941, by the Oregon State Highway Commission, and on November 27, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SE-PAP 306, Section B(1); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $125,000.00 to $218,250.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred eighteen thousand, two hundred fifty and 00/100 dollars ($218,250.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed

the authorized Federal pro rata share of the approved total estimated cost thereof,"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of two hundred eighteen thousand, two hundred fifty and 00/100 dollars ($218,250.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-nine thousand, four hundred thirty-four and 00/100 dollars ($269,434.00), the approved total estimated cost of Section B(1) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on February 10, 1943, and the Administrator on MAR 19 1943.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By Thomas H. McCully
Member, State Highway Commission

By _____
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By _____
Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 306
Section B(1)

RECEIVED FEB 17 1943 DISTRICT 1

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SE-FAP 306-B(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $269,431.60 in lieu of the $125,000.00 approved by Certificate dated November 27, 1941 as the total estimated cost of said project, and the sum of $218,250.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and MAR 19 1943

FEDERAL WORKS ADMINISTRATOR,

By W. C. Fleming
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
MAR 11 1943
FOR FILING

306-B-1

March 10, 1943

Edlefsen-Weygandt Co.
800 S. W. Front St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 18, 1943, granted you the extension of time requested, from October 31 to December 31, 1942, without penalty, in connection with contract No. 2/96 for construction of the Front Avenue Project, between Clay Street and Sheridan Street, on the Pacific Highway West in Portland.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. Young

RECEIVED
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

February 3, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

306-1-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 306-B (1)
Front Avenue Section (Clay St.-Sheridan St.)
Pacific Highway West

Dear Sir:

We are forwarding herewith two copies of proposed/~~project~~ modified agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
FEB 4 - 1943
STATE HIGHWAY COMMISSION

Form E-1—SM—4-42

306-B-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 15, 19 43

Section Front Avenue - Clay to Sheridan

Highway Pacific West

Contractor Edlefsen - Weygandt Co.

Date of contract July 17, 19 41

Date work started July 28, 19 41

Amount of contract . . . . . $ 244,940.00

Estimated cost of completed project, exclusive of engineering . . . . . $ 284,846.30

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 16,900, 105 %

Kind of work Grading & Paving

Section prefix 26 - 1048

Contract number 2498

Date of completion October 31, 19 42

Estimated date of completion December 31, 19 42

Per cent of time elapsed 111 %

Date project was completed ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Some patching of bituminous pavement to be done, but due to weather conditions it is to be posponed until next summer and then done with State forces. Contract has been reported ~~as~~ completed as of December 31, 1942 .

RECEIVED
JAN 18 1943
HIGHWAY

NOTED
E. M.

Signed F.T.Young

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JAN 13 1943
FOR FILING

306-B-1

January 13th, 1943

Mr. H. L. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for the Milstrom-Hygaard Company, contractors, on their Contract No. 2438, BR-NWP 306-B (1), from October 31st, 1942 to December 31st, 1942.

The delay in the completion of this contract was due to the shortage of labor and the inability of the sub-contractors on the paving to be released from their commitments with the Navy Department for the paving of the Willamette Iron and Steel and Supervisor Iron shipyards. The contractors made every effort to have the paving completed on time, even to the extent of using the Portland municipal plant for certain of the base paving which it was capable of producing.

In view of the circumstances it is my recommendation that the contract be extended without penalty.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

cc to: H. G. Smith

RECEIVED
NOV 17 1942
FOR FILING

306-B-1

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Front Avenue Section, Project No. SN-FAP 306-B (1).

Very truly yours,

H. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. [illegible]

FRONT AVENUE SECTION (OAK ST.-SHERIDAN ST.)

OF THE PACIFIC HIGHWAY WEST IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1942

8th Reading (Sta. 126+25 to 139+20)

All Required		Clearing and Grubbing		$ 407.00
5,640	sq. yds.	Removal of Concrete, Stone and Brick Pavement	$ .45	2,538.00
1,990	sq. yds.	Removal of Sidewalks	.30	597.00
2,340	lin. ft.	Removal of Curbs	.10	234.00
13	only	Removal of Inlets	5.00	65.00
2,360	lin. ft.	Removal of Rails in Car Tracks	1.00	2,360.00
3,080	lin. ft.	Removal of Ties in Car Tracks	.50	1,540.00
1,140	cu. yds.	Structural Excavation, Unclassified	1.25	1,425.00
6,900	cu. yds.	General Excavation, Unclassified	.30	2,070.00
All Required		Finishing Roadbed and Slopes		131.00
1,360	lin. ft.	8" Sewer Pipe	.50	680.00
315	lin. ft.	10" Sewer Pipe	.65	204.75
460	lin. ft.	12" Sewer Pipe	.95	437.00
60	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	1.00	60.00
3	only	Adjustment of Roof Drains	10.00	30.00
6	only	Adjustment of Manholes	20.00	120.00
2	only	Reconstructing Manholes	60.00	120.00
20	only	Concrete Inlets	20.00	400.00
4	only	Type "A" Manholes, 5'-12' Deep	70.00	280.00
2	only	Type "A" Manholes, 12'-24' Deep	185.00	370.00
132	cu. yds.	Concrete Curbs and Special Gutter	20.00	2,640.00
120	sq. yds.	Concrete Driveways	1.80	216.00
2,470	sq. yds.	Concrete Walks	1.60	3,920.00
3,360	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	336.00
3	cu. yds.	Concrete Stairways	30.00	90.00
16	lin. ft.	Pipe Hand Rail on Stairs	4.00	64.00
140	lin. ft.	Guard Rail	1.00	140.00
80	cu. yds.	Structural Excavation for Subways and Walls	2.50	80.00
20	cu. yds.	Class "A" Concrete	23.00	460.00

1,100	lbs.	Metal Reinforcement	$ .0325	$ 37.73
60	lin. ft.	Metal Headrail	6.00	372.00
All Required		Electrical Work (32%)		912.00
100	cu. yds.	Concrete Center Islands	20.00	3,000.00
3	only	Concrete Signal Pedestals	20.00	60.00
All Required		Constructing Recesses for 10" Traffic Control Markers (20%)		93.00
370	lin. ft.	3/4" Electrical Conduit	.36	140.40
100	lin. ft.	1" Electrical Conduit	.43	173.00
900	lin. ft.	1½" Electrical Conduit	.48	432.00
210	tons	3" - 0" Gravel in Base	1.70	347.00
2,820	tons	1½" - 0" Material in Base	1.75	4,935.00
540	tons	½" - 0" Material in Cushion Course	1.75	945.00
55	M-gals.	Sprinkling	2.00	110.00
13,000	sq. yds.	Portland Cement Concrete Pavement	1.70	22,100.00
1,740	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	348.00
1,370	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	150.70
7,000	lin. ft.	Contraction Joints	.03	210.00
1,100	only	Dowel Bars	.20	220.00
7,900	lbs.	Tie Bars and Reinforcement	.055	434.50
110	tons	Class "B" Asphaltic Concrete	5.50	605.00
14	tons	Class "C" Asphaltic Concrete	5.50	77.00
		Subtotal		$ 37,453.90
		10% Engr. & Cont.		3,745.19
		Total		$ 63,197.09
		Length	.245 mile	
		Cost per mile	$ 257,947.30	

7th Section (Sta. 139+20 to 170+50)

All Required		Removing Buildings		$ 8,175.00
All Required		Clearing and Grubbing		375.00
5,000	sq. yds.	Removal of Bituminous Pavement	$ .30	1,500.00
360	sq. yds.	Removal of Concrete, Stone and Brick Pavement	.45	162.00
3,610	sq. yds.	Removal of Sidewalks	.30	1,083.00
3,460	lin. ft.	Removal of Curbs	.10	346.00
11	only	Removal of Inlets	5.00	55.00
2,500	cu. yds.	Removal of Misc. Concrete and Masonry Structures	2.00	5,000.00
140	lin. ft.	Removal of Rails in Car Tracks	1.00	140.00
320	lin. ft.	Removal of Ties in Car Tracks	.50	160.00
1,660	cu. yds.	Structural Excavation, Unclassified	1.25	2,075.00
68,100	cu. yds.	General Excavation, Unclassified	.30	20,430.00

145,000	yd. sta.	Short Overhaul	$ .02	$ 2,900.00
9,500	C-yd.sta.	Long Overhaul	.40	3,800.00
All Required		Finishing Roadbed and Slopes		184.00
1,400	lin. ft.	8" Perforated Concrete Drain Pipe	.50	700.00
90	cu. yds.	Rock or Gravel Backfill in Drains	1.90	171.00
2,140	lin. ft.	8" Sewer Pipe	.50	1,070.00
185	lin. ft.	10" Sewer Pipe	.65	120.25
30	lin. ft.	12" Sewer Pipe	.95	28.50
700	lin. ft.	15" Sewer Pipe	1.60	1,120.00
460	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	1.00	460.00
6	only	Adjustment of Manholes	20.00	120.00
6	only	Reconstructing Manholes	60.00	360.00
32	only	Concrete Inlets	20.00	640.00
6	only	Type "A" Manholes, 5'-12' Deep	70.00	420.00
8	only	Type "A" Manholes, 12'-24' Deep	185.00	1,480.00
1	only	Drop Manhole	220.00	220.00
500	lin. ft.	2" Copper Water Pipe	1.80	360.00
330	lin. ft.	2½" Copper Water Pipe	2.20	726.00
298	lin. ft.	Concrete Curbs and Special Gutter	20.00	5,960.00
80	sq. yds.	Concrete Driveways	1.80	144.00
2,850	sq. yds.	Concrete Walks	1.60	4,560.00
620	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.18	62.00
7	cu. yds.	Concrete Stairways	30.00	210.00
34	lin. ft.	Pipe Handrail on Stairs	4.00	136.00
810	lin. ft.	Guard Rail	1.00	810.00
50	cu. yds.	Structural Excavation for Subways and Walls	2.50	125.00
5	cu. yds.	Structural Excavation Below Elevation Shown	4.00	20.00
118	cu. yds.	Class "A" Concrete	23.00	2,530.00
10,500	lbs.	Metal Reinforcement	.0525	551.25
35	lbs.	Copper	.70	24.50
90	lin. ft.	Metal Handrail	6.00	540.00
All Required		Electrical Work (50%)		1,425.00
50	cu. yds.	Concrete Center Islands	20.00	1,000.00
1	only	Concrete Light Pedestals	20.00	20.00
All Required		Constructing Recesses for Traffic Control Markers (50%)		220.00
860	lin. ft.	3/4" Electrical Conduit	.36	309.60
320	lin. ft.	1" Electrical Conduit	.41	131.20
1,650	tons	3" - 0" Gravel in Base	.70	1,155.00
3,480	tons	1½" - 0" Material in Base	1.75	6,090.00
560	tons	½" - 0" Material in Cushion Course	1.75	980.00
69	M-gals.	Sprinkling	2.00	138.00
14,600	sq. yds.	Portland Cement Concrete Pavement	1.70	24,820.00
1,760	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	352.00

430	lin. ft.	3/4" x 4" Expansion Joints in Pavement	$ .11	$ 47.30
500	lin. ft.	1" x 7" Expansion Joints in Pavement	.15	75.00
7,400	lin. ft.	Contraction Joints	.03	222.00
1,200	only	Dowel Bars	.20	240.00
28,100	lbs.	Tie Bars and Reinforcement	.055	1,545.50
1,190	tons	Class "B" Asphaltic Concrete	5.50	6,545.00
346	tons	Class "C" Asphaltic Concrete	5.50	1,903.00
		Subtotal		$117,858.18
		10% Engr. & Cont.		11,729.21
		Total		$129,071.31

Length of Roadway .207 mile
Cost per mile $ 623,291.35

Water Street Overcrossing (Sta. 141+91.6 to 142+27.8)

All Required		Shoring, Cribbing, Etc. (40%)		$ 300.00
250	cu. yds.	Structural Excavation for Subways and Walls	$ 2.50	625.00
10	cu. yds.	Structural Excavation Below Elevation Shown	4.00	40.00
800	cu. yds.	Class "A" Concrete	23.00	18,400.00
121,000	lbs.	Metal Reinforcement	.0525	6,352.50
175	lbs.	Copper	.70	122.50
170	lin. ft.	Metal Handrail	6.00	1,020.00
165	sq. yds.	Membrane Waterproofing With Mortar Protection Course	2.00	330.00
105	sq. yds.	Membrane Waterproofing Without Mortar Protection Course	1.30	136.50
All Required		Electrical Work (10%)		285.00
				$ 27,611.50

Grant Street Undercrossing

All Required		Shoring, Cribbing, Etc. (60%)		$ 450.00
350	cu. yds.	Structural Excavation for Subways and Walls	$ 2.50	875.00
25	cu. yds.	Structural Excavation Below Elevation Shown	4.00	100.00
1,300	cu. yds.	Class "A" Concrete	23.00	29,900.00
200,000	lbs.	Metal Reinforcement	.0525	10,500.00
120	lbs.	Copper	.70	84.00
175	sq. yds.	Membrane Waterproofing With Mortar Protection Course	2.00	350.00

75 sq. yds.	Membrane Waterproofing Without Mortar Protection Course		$ 1.30	$ 97.50
All Required	Electrical Work (8%)			228.00
				$ 42,584.50
		Subtotal		$ 70,196.00
		10% Engr. & Cont.		7,019.60
		Total		$ 77,215.60
	Length of Structures	.007 mile		

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FA Funds	State Funds
82' Roadway	$ 63,197.09	$ 51,192.00	$ 12,005.09
79' Roadway	129,021.31	104,511.00	24,510.31
Structures	77,215.60	62,547.00	14,668.60
	$ 269,434.00	$ 218,250.00	$ 51,184.00

1941 FA Funds	$ 105,580.00	Length	.222 mile
1942 FA Funds	112,670.00	Length	.237 mile

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
DEC 19 1941
FOR FILING
Stencil No. 124

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

December 12, 1941

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. SN-FAP 306-B(1)
Front Ave.(Clay St.-Sheridan St.)Sec., Pacific Hwy. West

306-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl,

Jon

Wash Pr-12700

Form P. R. 2

State Oregon

Federal Aid Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of Nov., 19 41

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of October, 19 41, a project statement, which was approved on the 27th day of October, 19 41, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 24 day of July 19 42; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred twenty-five thousand and no/100

dollars ($125,000.00) as the share of the United States payable under said act on account of Section B(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State [illegible] (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 126+25 at Clay Street, the south end of Section A(1) of said project, and survey station 150+50 near Sheridan Street, all on Harbor Drive in Portland

, length 0.289 of a mile, in Multnomah County, being Section B(1) of Oregon Federal Aid project No. [illegible], consisting of 0.289 of a mile of roadway, and one bridge, over of more than 20 feet clear span, 0.207 of a mile in length, and one highway underpass structure for northbound traffic.

16—11370 - GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(1) of said project shall not in any event exceed the sum of one hundred twenty-five thousand and no/100 dollars ($125,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-nine thousand, four hundred thirty-four and no/100 dollars ($269,434.00), the approved total estimated cost of Section B(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 329, Laws 1929.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 10—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 27 1941, 19__.

[redacted]
(Official title of Highway Department)

By Henry F. Cabell
[redacted]
(Title of officer)

By Thos. McClary
[redacted]
(Title of officer)

By _____
[redacted]
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By T. H. MacDonald
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11279

Form PR. 2—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible] State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ [illegible] as the total estimated cost of said project, and the sum of $ [illegible] as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and NOV 27 1941

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

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OCT 31 1941
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

OCT 27 1941

IN YOUR REPLY PLEASE REFER TO FILE NO. Ore. SN-FAP 306-B (1)
Front Ave. Section
(Clay St.-Sheridan St.)
Pacific Highway West

POST OFFICE BUILDING
PORTLAND, OREGON

October 25, 1941

306-B-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

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SEP 18 1941
FOR FILING

306-B-1

3498

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Front Avenue Section (Glisan Street-Sheridan Street), Project No. SM-PAP 306-B (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ES

Encl.

Oregon State Highway Department — Federal Aid Project No. SM-PAF 306-B (1)

FRONT AVENUE SECTION (CLAY ST.-SHERIDAN ST.)

OF THE PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 18, 1941

82nd Roadway (Sta. 126+25 to 139+20)

All Required		Clearing and Grubbing		$ 487.00
5,648	sq. yds.	Removal of Concrete, Stone and Brick Pavement	$ .45	2,538.00
1,990	sq. yds.	Removal of Sidewalks	.30	597.00
2,540	lin. ft.	Removal of Curbs	.10	254.00
13	only	Removal of Inlets	5.00	65.00
2,360	lin. ft.	Removal of Rails in Car Tracks	1.00	2,360.00
3,080	lin. ft.	Removal of Ties in Car Tracks	.50	1,540.00
1,140	cu. yds.	Structural Excavation, Unclassified	1.25	1,425.00
6,900	cu. yds.	General Excavation, Unclassified	.30	2,070.00
All Required		Finishing Roadbed and Slopes		191.00
1,360	lin. ft.	8" Sewer Pipe	.50	680.00
315	lin. ft.	10" Sewer Pipe	.65	204.75
460	lin. ft.	12" Sewer Pipe	.95	437.00
60	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	1.00	60.00
3	only	Adjustment of Roof Drains	10.00	30.00
6	only	Adjustment of Manholes	20.00	120.00
2	only	Reconstructing Manholes	60.00	120.00
20	only	Concrete Inlets	20.00	400.00
4	only	Type "A" Manholes, 5'-12' Deep	70.00	280.00
2	only	Type "A" Manholes, 12'-24' Deep	185.00	370.00
132	cu. yds.	Concrete Curbs and Special Gutter	20.00	2,640.00
120	cu. yds.	Concrete Driveways	1.80	216.00
2,430	sq. yds.	Concrete Walks	1.60	3,888.00
3,300	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	330.00
3	cu. yds.	Concrete Stairways	30.00	90.00
16	lin. ft.	Pipe Handrail on Stairs	4.00	64.00
140	lin. ft.	Guard Rail	1.00	140.00
20	cu. yds.	Structural Excavation for Subways and Walls	2.50	50.00

20	cu. yds.	Class "A" Concrete	$ 23.00	$ 460.00
1,100	lbs.	Metal Reinforcement	.0525	57.75
60	lin. ft.	Metal Handrail	6.00	360.00
All Required		Electrical Work (32%)		912.00
150,150	cu. yds.	Concrete Center Islands	20.00	3,000.00
3	Only	Concrete Signal Pedestals	20.00	60.00
All Required		Constructing Recesses for Traffic Control Markers (20%)		95.00
370	lin. ft.	3/4" Electrical Conduit	1.30	148.00
2,150	lin. ft.	1" Electrical Conduit	.41	73.50
950	lin. ft.	1½" Electrical Conduit	.48	456.00
210	tons	3" - 0" Gravel in Base	.70	147.00
2,820	tons	1½" - 0" Material in Base	1.75	4,935.00
340	tons	1" - 0" Material in Cushion Course	1.75	595.00
55	M-gals.	Sprinkling	2.00	110.00
13,000	sq. yds.	Portland Cement Concrete Pavement	1.70	22,100.00
1,740	Lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	348.00
1,378	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	150.70
7,000	lin. ft.	Contraction Joints	1.03	210.00
1,100	only	Dowel Bars	.20	220.00
7,900	lbs.	Tie Bars and Reinforcement	.055	434.50
110	tons	Class "B" Asphaltic Concrete	5.50	605.00
14	tons	Class "D" Asphaltic Concrete	5.50	77.00
		Subtotal		$ 57,452.90
		10% Engr. & Contg.		5,745.29
		Total		$ 63,197.09
		Length of Roadway	.214 mile	
		Cost per mile	$ 295,313.50	

75' Roadway (Sta. 139+70 to 150+50)

All Required		Removing Buildings		$ 8,175.00
All Required.		Clearing and Grubbing		275.00
5,000	sq. yds.	Removal of Bituminous Pavement	$ .30	1,500.00
360	sq. yds.	Removal of Concrete, Stone and Brick Pavement	.45	162.00
3,610	sq. yds.	Removal of Sidewalks	.30	1,083.00
3,460	lin. ft.	Removal of Curbs	.10	346.00
11	only	Removal of Inlets	5.00	55.00
2,500	cu. yds.	Removal of Misc. Concrete and Masonry Structures	2.00	5,000.00
140	lin. ft.	Removal of Rails in Car Tracks	1.00	140.00

[illegible]	lin. ft.	Removal of Ties in Car Tracks	$ 1.50	$ [illegible]
1,[illegible]	cu. yds.	Structural Excavation, Unclassified	1.[illegible]	[illegible]
68,100	cu. yds.	General Excavation, Unclassified	.30	20,430.00
145,000	yd. sta.	Short Overhaul	1.00	[illegible]
[illegible]	C-yd.sta.	Long Overhaul	.40	3,[illegible].00
All Required		Finishing Roadbed and Slopes		[illegible]
1,400	lin. ft.	8" Perforated Concrete Drain Pipe	.50	700.00
70	cu. yds.	Rock or Gravel Backfill in Drains	1.90	[illegible]
2,140	lin. ft.	8" Sewer Pipe	.50	1,070.00
185	lin. ft.	10" Sewer Pipe	.65	[illegible]
[illegible]	lin. ft.	12" Sewer Pipe	.75	[illegible]
[illegible]	lin. ft.	15" Sewer Pipe	1.[illegible]	1,[illegible].00
460	lin. ft.	Extra for Installing Pipe Under Pavements, Walks and Curbs	1.00	[illegible]
6	only	Adjustment of Manholes	20.00	[illegible]
6	only	Reconstructing Manholes	60.00	[illegible]
32	only	Concrete Inlets	20.00	[illegible]
6	only	Type "A" Manholes, 5'-12' Deep	70.00	[illegible]
8	only	Type "A" Manholes, 12'-24' Deep	1[illegible].00	1,480.00
1	only	Drop Manhole	220.00	[illegible]
200	lin. ft.	2" Copper Water Pipe	1.80	360.00
330	lin. ft.	[illegible]" Copper Water Pipe	2.20	726.00
298	lin. ft.	Concrete Curbs and Special Gutter	20.00	5,960.00
[illegible]	sq. yds.	Concrete Driveways	1.80	144.00
2,850	sq. yds.	Concrete Walks	1.60	4,560.00
[illegible]	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	[illegible]
7	cu. yds.	Concrete Stairways	30.00	[illegible]
[illegible]	lin. ft.	Pipe Handrail on Stairs	4.00	136.00
810	lin. ft.	Curbed Rail	1.00	[illegible]
90	cu. yds.	Structural Excavation for Subways and Walls	2.[illegible]	[illegible]
[illegible]	cu. yds.	Structural Excavation Below Elevation Shown	4.00	[illegible]
110	cu. yds.	Class "A" Concrete	23.00	2,530.00
10,500	lbs.	Metal Reinforcement	.0[illegible]5	[illegible]
[illegible]	lbs.	Copper	.70	[illegible]
90	lin. ft.	Metal Handrail	6.00	[illegible]
All Required		Electrical Work (50%)		1,[illegible].00
50	cu. yds.	Concrete Center Islands	20.00	1,000.00
1	only	Concrete Light Pedestals	20.00	[illegible]
All Required		Constructing Recesses for Traffic Control Markers (80%)		220.00
860	lin. ft.	3/4" Electrical Conduit	.36	309.60
[illegible]	lin. ft.	1" Electrical Conduit	.41	[illegible]
1,850	tons	3" - 0" Gravel in Base	.70	1,[illegible]5.00

3,480	tons	1½" - 6" Material in Base	$ 1.75	$ 6,090.00
960	tons	¼" - 6" Material in Cushion Course	1.75	1,680.00
65	M-gals.	Sprinkling	2.00	130.00
14,600	sq. yds.	Portland Cement Concrete Pavement	1.70	24,820.00
1,760	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	352.00
430	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	47.30
500	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	75.00
7,400	lin. ft.	Contraction Joints	.03	222.00
1,200	only	Dowel Bars	.20	240.00
28,100	lbs.	Tie Bars and Reinforcement	.055	1,545.50
1,190	tons	Class "B" Asphaltic Concrete	5.50	6,545.00
346	tons	Class "C" Asphaltic Concrete	5.50	1,903.00
		Subtotal		$117,292.10
		10% Engr. & Cont.		11,729.21
		Total		$129,021.31
		Length of Roadway	.207 mile	
		Cost per mile	$ 623,291.35	

Water Street Overcrossing (Sta. 141+91.6 to 142+27.2)

All Required		Shoring, Cribbing, Etc. (40%)		$ 300.00
250	cu. yds.	Structural Excavation for Subways and Walls	$ 2.50	625.00
10	cu. yds.	Structural Excavation Below Elevation Shown	4.00	40.00
800	cu. yds.	Class "A" Concrete	23.00	18,400.00
121,000	lbs.	Metal Reinforcement	.0525	6,352.50
175	lbs.	Copper	.70	122.50
170	lin. ft.	Metal Handrail	6.00	1,020.00
165	sq. yds.	Membrane Waterproofing With Mortar Protection Course	2.00	330.00
105	sq. yds.	Membrane Waterproofing Without Mortar Protection Course	1.30	136.50
All Required		Electrical Work (10%)		285.00
				$ 27,611.50

Grant Street Undercrossing

All Required		Shoring, Cribbing, Etc. (60%)		$ 450.00
350	cu. yds.	Structural Excavation for Subways and Walls	$ 2.50	875.00

25	cu. yds.	Structural Excavation Below Elevation Shown	$ 4.00	$ 100.00
1,300	cu. yds.	Class "A" Concrete	23.00	29,900.00
200,000	lbs.	Metal Reinforcement	.0525	10,500.00
120	lbs.	Copper	.70	84.00
175	sq. yds.	Membrane Waterproofing With Mortar Protection Course	2.00	350.00
75	sq. yds.	Membrane Waterproofing Without Mortar Protection Course	1.30	97.50
All Required		Electrical Work (8%)		528.00
				$ 42,584.50
		Subtotal		$ 70,196.00
		10% Engr. & Cont.		7,019.60
		Total		$ 77,215.60

Length of Structures .807 mile

SUMMARY OF FINAL ESTIMATE

Item	Total Cost	FA Funds	State Funds
82' Roadway	$ 63,197.09	$ 29,319.00	$ 33,878.09
79' Roadway	129,021.31	59,858.00	69,163.31
Structures	77,215.60	35,823.00	41,392.60
	$ 269,434.00	$ 125,000.00	$ 144,434.00

1941 FA Funds	$ 76,000.00	Length	.760 mile
1942 FA Funds	49,000.00	Length	.168 mile

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939
State Funds for Maintenance: Chap. 329, Laws 1939

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306-B-1

August 19, 1941

Hilaform-Meygamit Co.
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2498 which was awarded to you on July 17, 1941, by the State Highway Commission covering Structures, Grading and Paving on the Front Avenue (Clay Street-Sheridan Street) Section of the Pacific Highway West in Multnomah County. This copy is for your records and files.

Yours very truly,

OA Secretary

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AUG 17 1941
FOR FILING

306-B-1

August 16, 1941

Ellefsen-Weygandt Co.
P. O. Box 5626
Portland, Oregon

Gentlemen:

We have taken up with the Public Roads Administration your request for permission to employ labor on the Front Avenue Project 48 hours per week without payment of overtime, and are advised that the Public Roads Administration has no power to extend the working time beyond the limits fixed by the Federal Fair Labor Act. It, therefore, appears that if any relaxing of the 40-hour limit is to be obtained, it will have to be obtained through the Wages and Hours Division of the Department of Labor.

It is apparent that the shortage of labor is becoming daily more serious. It is furthermore quite probable that it will be impossible to carry out an all-out effort for the defense of this country without everyone working longer hours. After all, there is so much work to be done and only so many men are available. This is a nation-wide problem. We are of the opinion that it would be useless for us to make a request to the Wages and Hours Division of the Department of Labor for this single job. A showing by the Associated General Contractors of America of the seriousness of the situation will perhaps be necessary before any relaxing of the present regulations can be accomplished.

You are aware, of course, that you can employ your labor 48 hours per week by paying time and one-half for eight of the 48 hours.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

FORM E-90 2M 3-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

August 9, 1941

Subject: 48-hour week

To: Mr. S. H. Probert

Please prepare a letter to Edlefsen-Weygandt outlining the conditions specified by Mr. Lynch for working 48 hours.

R. H. Baldock

RHB:HI

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AUG 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 6, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your August 1 letter, transmitting copies of Edlefson-Weygandt Co. letter of July 28 requesting permission on Oregon SN-FAP 306-A (1) and SN-FAP 306-B (1), Front Avenue in Portland, to work its employees "eight hours per day including Saturday, without overtime, or 48 hours per week".

There appears to be nothing in the contract or State law which would require any special permission for such hours. The standard specifications call attention, in Section 6-10, to the State 8-hour law (now Chapter 345 of the Laws of 1941), which prohibits employment in excess of 8 hours per day or 48 hours per week except in cases of emergency or necessity, or where the public policy "absolutely" requires it. The law provides for double wages for time in excess of the stated hours. The contract special provisions contain no limitation of hours.

It therefore appears that the provisions of the Federal law are the only applicable restrictions on working as proposed by the contractor. That law does not limit the number of hours, but merely provides for time-and-one-half for hours in excess of 40 in a week. We do not know of any Executive Order or other waiver of the provisions of the law, and believe that it is in full effect.

It is not believed that any change in the specifications is required in order to permit working 48 hours per week, but we cannot waive provisions of the law concerning work in excess of 40 hours per week. Any request for information concerning the law or possible exceptions would appear to be properly addressed to the Wages and Hours Division of the Department of Labor.

Very truly yours,

W. H. LYNCH
District Engineer

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AUG 4 1941
F

Edlefsen-Weygandt Co.

Const
Fed Aid
Employment

August 1, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith communication from Gordon Weygandt of the Edlefsen-Weygandt Co.

I think the time is coming when we should permit 48 hours a week, due to the labor shortage, particularly in the centers like Portland. Please advise me if it is possible to make this change in the specifications.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HH

WEYGANDT
RESIDENT & MANAGER

UNIVERSITY 0013

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OL 3541
BURKNER

Edlefsen-Weygandt Co.

GENERAL
CONTRACTING

P. O. BOX 5626
9333 N. CALVERT AVE.

PORTLAND, OREGON

July 28, 1941.

Mr. R. H. Baldock, Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Since beginning work on our two Front Avenue Projects it has come to our attention that good workmen are becoming very hard to keep in our employ. This is due entirely to the attractive hours and wages men are receiving at the shipyards.

We believe much of our trouble would be eliminated if we were permitted to work our men eight hours per day including Saturday, without overtime, or 48 hours per week. This would enable them to earn a larger weekly salary, thereby making their earnings with us more equal with other defense work. This also is withing the limits of our contract with the Union.

If we are granted permission it would increase our production approximately 20% and would allow us to complete the projects that much sooner than we formerly anticipated. No doubt it would also be very attractive to the City of Portland to have the projects completed quite some time ahead of schedule.

We would sincerely appreciate your cooperation in securing a permit allowing us to work in the manner mentioned.

Yours respectfully,
Edlefsen-Weygandt Co.
Gordon Weygandt

GW/ed

Gordon Weygandt, Mgr.

N WEYGANDT
RESIDENT & MANAGER

UNIVERSITY 0013

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1941

OL 3541
BURKHEAD

Edlefsen-Weygandt Co.

GENERAL CONTRACTING

P. O. BOX 5626
9233 N. CALVERT AVE.

PORTLAND, OREGON

July 28, 1941.

Mr. R. H. Baldock, Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

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We believe much of our trouble would be eliminated if we were permitted to work our men eight hours per day including Saturday, without overtime, or 48 hours per week. This would enable them to earn a larger weekly salary, thereby making their earnings with us more equal with other defense work. This also is withing the limits of our contract with the Union.

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We would sincerely appreciate your cooperation in securing a permit allowing us to work in the manner mentioned.

Yours respectfully,
Edlefsen-Weygandt Co.
Gordon Weygandt

GW/ed

Gordon Weygandt, Mgr.

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306-B-1

July 24, 1941

Kilpatrick-Weygandt Co.
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

If, in connection with the Front Avenue Project recently awarded to you, you would care to have us make request through the PBA for a priority rating, we will be glad to do so. This might help in obtaining early delivery of the steel required in the tunnel structures and other parts of the work.

In order to do this, it will be necessary to supply the PBA with name of the manufacturer, the order numbers and the required delivery dates.

Very truly yours,

R. E. BALDOCK
Chief Engineer

By

S. E. Probert
Office Engineer

SEP:ER

cc to Mr. E. S. Smith
Mr. E. A. Collier
Mr. C. S. Paxson

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 12, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your letter of July 3 requesting a priority rating for reinforcing steel to be used on Oregon SN-FAP 306-B (1), Front Avenue, has been forwarded.

We are advised in reply that there may be some difficulty in securing a priority rating prior to award of contract. It has been suggested that you furnish us as soon as available the order numbers, delivery dates, and name of manufacturer.

Very truly yours,

W. H. LYNCH
District Engineer

July 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Anticipating that the Front Avenue Project, SN-FAP 306-B (1), for which bids are to be received on July 17, may be delayed by failure to obtain delivery of the comparatively small quantity of reinforcing steel required in the tunnel linings, unless the project is given a priority rating, we request that the Public Roads Administration endeavor to obtain a priority rating which is consistent with the importance of the project.

As you know, the project is on one of the most important, IF not the most important, of the strategic highways in the State. It adjoins a project which is in process of construction, and which cannot be used with full effectiveness until this additional project is completed. The improvement as a whole will expedite traffic into and through the City of Portland, and relieve a congested condition which at times is serious.

In comparison with the size and importance of the project, the amount of steel required is very small, being only 194 tons. Delay in its delivery should not be permitted to postpone the date on which the entire project will be made accessible.

Your action in obtaining a suitable priority rating for the project will be appreciated.

Very truly yours,

S. H. Baldock
Chief Engineer

SHP:ER

RECEIVED
JUL 28 1941
FOR FILING

306-B-1

#2498

July 22, 1941

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

We submit herewith, for your files, four copies of a letter received from the City of Portland, consenting to the closing of S. W. Mill Street, at the west side of Harbor Drive, so that traffic cannot enter Harbor Drive from S. W. Mill Street.

This concerns Project SA-FAP 306-B (1), Clay St.-Sheridan St. Unit of the Front Avenue Project in the City of Portland.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

COPY

CITY OF PORTLAND

OREGON

July 16, 1941

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Baldock:

Since the U. S. Public Roads Administration objects to the proposed connection of S. W. Hill St. with the Harbor Drive, this is to advise that the City of Portland approves of closing this street and providing a turn around at the dead end as has been proposed for other streets in this vicinity.

Yours very truly,

Wm. A. Reves

Commissioner of Public Works

By Ben S. Morrow (Sgd)

City Engineer

BSM:CM

RECEIVED
JUL 22 1941
FOR FILE

306-B-1

July 21, 1941

Mid-Continent Equipment Co.
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2826, which was awarded to you by the State Highway Commission, on July 17, 1941, covering the Prunk Avenue (Clay St.-Sheridan St.) Section of the Pacific Highway West in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA Secretary

NOTED
D. J. DeSart

RECEIVED
JUL 21 1941
FOR FILING

306-B-1

#2498

July 19, 1941

Hilstrom-Haygreen Co.
Box 5426,
Portland, Oregon

Gentlemen:

The State Highway Commission on July 17 awarded you the contract for grading, paving and construction of two subway structures on the Front Avenue, Portland (Clay Street-Sheridan Street) Section of the Pacific Highway West, in Multnomah County. This award was based on your low bid of $244,940.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MH

cc - R. H. Probert
C. H. Purdom

306-B-1

RECEIVED
JUL 21 1941
FOR [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

July 17, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 306-B (1), Front Avenue (Clay Street-Sheridan Street) Section of the Pacific Highway West, to Edlefsen-Weygandt Company, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

WM. A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

RECEIVED
JUL 25 1941

A. D. VANCE
CHIEF OF OPERATIONS
BEN S. MORROW
CITY ENGINEER

RECEIVED
STATE HIGHWAY COMMISSION

CITY OF PORTLAND
OREGON

306-B-1

2498

July 15, 1941

File:- Clay St. - Sheridan St. Unit of Front ave. Proj.

REFERRED TO
By Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

This morning Mr. Collier and Mr. Young called to advise us that the U. S. Public Roads Administration had refused to approve of the connection of S.W. Mill St. with the proposed Harbor Drive because of the steep grade of Mill St.

After discussing the matter, we have decided that in view of the stand taken by the Public Roads Administration, it will be in order to eliminate the proposed connection with the understanding, however, that should service for the area in that vicinity require a connection to the highway, suitable connection will be provided by your Department.

Yours very truly,

Wm. A. Bowes

Commissioner of Public Works

By

City Engineer

BSM CH

See letter recommending a day's time to clean up. To city engineer in which City agrees to clean up stipulated condition if street omitted at present time. Subject to future connection of Harbor Drive.

July 9, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are sending under separate cover five copies of bid proposals for the Front Avenue (Clay Street-Sherman Street) Section, Project No. SN-PAP 306-B (1), which proposals contain the following revisions:

Special Provision, Page 1:		Item number 6 changed to "1660 Tons."
"	"	Pages 2, 3 and 4: Revised specification under heading, "Removal of Buildings."
"	"	Page 25: Specification under subhead "Design" revised to read "reinforced concrete posts."
"	"	Page 44: In first paragraph, date changed to September 15, 1941.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/JF

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

July 2, 1941

RECEIVED
JUL 3 - 1941
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon SN-FAP 306-B (1), the Clay Street-Sheridan Street Section of the Front Avenue Project in Portland, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Copies of the usual city resolution covering encroachments should be forwarded with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

Oregon State Highway Department

Federal Aid Project
No. SM-PAP 306-B (1)

FRONT AVENUE SECTION (CLAY ST.-SHERIDAN ST.)

OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 30, 1941

82' Roadway (Sta. 126+25 to 139+20)

All Required		Clearing and Grubbing		$ 300.00
5,640	sq. yds.	Removal of Concrete, Stone and Brick Pavement	$ .50	2,820.00
1,990	sq. yds.	Removal of Sidewalks	.30	597.00
2,340	lin. ft.	Removal of Curbs	.10	234.00
13	only	Removal of Inlets	5.00	65.00
2,360	lin. ft.	Removal of Rails in Car Tracks	.50	1,180.00
3,080	lin. ft.	Removal of Ties in Car Tracks	.50	1,540.00
1,140	cu. yds.	Structural Excavation, Unclassified	1.50	1,710.00
6,900	cu. yds.	General Excavation, Unclassified	.40	2,760.00
All Required		Finishing Roadbed and Slopes		300.00
1,360	lin. ft.	8" Sewer Pipe	.50	680.00
315	lin. ft.	10" Sewer Pipe	.70	220.50
460	lin. ft.	12" Sewer Pipe	1.00	460.00
60	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	1.00	60.00
3	only	Adjustment of Roof Drains	2.00	6.00
6	only	Adjustment of Manholes	20.00	120.00
2	only	Reconstructing Manholes	40.00	80.00
20	only	Concrete Inlets	20.00	400.00
4	only	Type "A" Manholes, 5'-12' Deep	100.00	400.00
2	only	Type "A" Manholes, 12'-24' Deep	150.00	300.00
132	cu. yds.	Concrete Curbs and Special Gutter	20.00	2,640.00
120	sq. yds.	Concrete Driveways	2.00	240.00
2,450	sq. yds.	Concrete Walks	1.50	3,675.00
3,380	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	338.00
3	cu. yds.	Concrete Stairways	20.00	60.00
16	lin. ft.	Pipe Handrail on Stairs	2.00	32.00
140	lin. ft.	Guard Rail	1.25	175.00
20	cu. yds.	Structural Excavation for Subways and Walls	2.00	40.00

20	cu. yds.	Class "A" Concrete	$ 23.00	$ 460.00
1,100	lbs.	Metal Reinforcement	.06	66.00
62	lin. ft.	Metal Handrail	5.50	341.00
All Required		Electrical Work (3%)		1,536.00
150	cu. yds.	Concrete Center Islands	20.00	3,000.00
3	only	Concrete Signal Pedestals	10.00	30.00
All Required		Constructing Recesses for Traffic Control Markers (20%)		40.00
390	lin. ft.	3/4" Electrical Conduit	.30	117.00
180	lin. ft.	1" Electrical Conduit	.40	72.00
900	lin. ft.	1½" Electrical Conduit	.50	450.00
210	tons	3" - 0" Gravel in Base	.70	147.00
2,830	tons	3" - 0" Material in Base	1.75	4,935.00
540	tons	3" - 0" Material in Cushion Course	1.75	945.00
55	M-gals.	Sprinkling	2.00	110.00
13,000	sq. yds.	Portland Cement Concrete Pavement	1.75	22,750.00
1,740	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	348.00
1,370	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.10	137.00
7,000	lin. ft.	Contraction Joints	.03	210.00
1,100	only	Dowel Bars	.20	220.00
7,900	lbs.	Tie Bars and Reinforcement	.06	474.00
110	tons	Class "B" Asphaltic Concrete	5.00	550.00
14	tons	Class "C" Asphaltic Concrete	5.00	70.00
		Subtotal		$ 58,860.00
		10% Engr. & Cont.		5,886.00
		Total		$ 64,746.00
		Length of Roadway	.214 mile	
		Cost per mile	$302,553.97	

75' Roadway (Sta. 139+20 to 150+50)

All Required		Removing Buildings		$ 10,000.00
All Required.		Clearing and Grubbing		500.00
5,000	sq. yds.	Removal of Bituminous Pavement	$ .40	2,000.00
360	sq. yds.	Removal of Concrete, Stone and Brick Pavement	.50	180.00
3,610	sq. yds.	Removal of Sidewalks	.30	1,083.00
3,460	lin. ft.	Removal of Curbs	.10	346.00
11	only	Removal of Inlets	5.00	55.00
2,500	cu. yds.	Removal of Misc. Concrete and Masonry Structures	5.00	12,500.00
1,140	lin. ft.	Removal of Rails in Car Tracks	.50	70.00

320	lin. ft.	Removal of Ties in Car Tracks	$ .50	$ 160.00
1,660	cu. yds.	Structural Excavation, Unclassified	1.50	2,490.00
68,160	cu. yds.	General Excavation, Unclassified	.40	27,240.00
145,000	yd. Fin.	Short Overhaul	1.01	1,450.00
9,500	B-yd.stas.	Long Overhaul	.40	3,800.00
All Required		Finishing Roadbed and Slopes		900.00
1,400	lin. ft.	8" Perforated Concrete Drain Pipe	.80	1,120.00
70	cu. yds.	Rock or Gravel Backfill in Drains	2.00	140.00
2,140	lin. ft.	8" Sewer Pipe	.50	1,070.00
185	lin. ft.	10" Sewer Pipe	.70	129.50
730	lin. ft.	12" Sewer Pipe	1.00	730.00
1,700	lin. ft.	15" Sewer Pipe	1.50	1,950.00
460	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	1.00	460.00
5	only	Adjustment of Manholes	20.00	100.00
6	only	Reconstructing Manholes	40.00	240.00
32	only	Concrete Inlets	20.00	640.00
6	only	Type "A" Manholes, 5'-12' Deep	100.00	600.00
8	only	Type "A" Manholes, 12'-24' Deep	150.00	1,200.00
1	only	Drop Manhole	200.00	200.00
200	lin. ft.	2" Copper Water Pipe	2.00	400.00
330	lin. ft.	3" Copper Water Pipe	3.00	990.00
298	lin. ft.	Concrete Curb and Special Gutter	20.00	5,960.00
80	sq. yds.	Concrete Driveways	2.00	160.00
2,850	sq. yds.	Concrete Walks	1.50	4,275.00
620	lin. ft.	½" x 4" Expansion Joints in Concrete Walks	.10	62.00
7	cu. yds.	Concrete Stairways	20.00	140.00
34	lin. ft.	Pipe Handrail on Stairs	2.00	68.00
810	lin. ft.	Guard Rail	1.25	1,012.50
50	cu. yds.	Structural Excavation for Subways and Walls	2.00	100.00
5	cu. yds.	Structural Excavation Below Elevations Shown	5.00	25.00
110	cu. yds.	Class "A" Concrete	23.00	2,530.00
10,500	lbs.	Metal Reinforcement	.06	630.00
35	lbs.	Copper	1.00	35.00
98	lin. ft.	Metal Handrail	5.50	539.00
All Required		Electrical Work (80%)		2,400.00
50	cu. yds.	Concrete Center Islands	20.00	1,000.00
1	only	Concrete Light Pedestals	10.00	10.00
All Required		Constructing Recesses for Traffic Control Markers (80%)		160.00
860	lin. ft.	3/4" Electrical Conduit	.30	258.00
320	lin. ft.	1" Electrical Conduit	.40	128.00
1,650	cu. yds.	5"-0" Gravel in Base	.70	1,155.00

3,480	tons	1½" - 0" Material in Base	$ 1.75	$ 6,090.00
960	tons	½" - 0" Material in Cushion Course	1.75	980.00
65	M-gals.	Sprinkling	2.00	130.00
14,600	sq. yds.	Portland Cement Concrete Pavement	1.75	25,550.00
1,760	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	352.00
430	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.10	43.00
500	lin. ft.	½" x 7" Expansion Joints in Pavement	.15	75.00
7,400	lin. ft.	Contraction Joints	.03	222.00
1,200	only	Dowel Bars	.20	240.00
28,100	lbs.	Tie Bars and Reinforcement	.06	1,686.00
1,190	tons	Class "B" Asphaltic Concrete	5.00	5,950.00
346	tons	Class "C" Asphaltic Concrete	5.00	1,730.00
		Subtotal		$ 134,479.00
		10% Engr. & Cont.		13,445.90
		Total		$ 147,904.90

Length of Roadway .207 mile
Cost per mile $ 714,516.42

Water Street Overcrossing (Sta. 141+91.6 to 142+27.2)

All Required		Shoring, Cribbing, Etc. (40%)		$ 800.00
250	cu. yds.	Structural Excavation for Subways and Walls	$ 2.00	500.00
10	cu. yds.	Structural Excavation Below Elevations Shown	5.00	50.00
800	cu. yds.	Class "A" Concrete	23.00	18,400.00
121,000	lbs.	Metal Reinforcement	.06	7,260.00
175	lbs.	Copper	1.00	175.00
170	lin. ft.	Metal Handrail	5.50	935.00
165	sq. yds.	Membrane Waterproofing With Mortar Protection Course	1.50	247.50
105	sq. yds.	Membrane Waterproofing Without Mortar Protection Course	.75	78.75
All Required		Electrical Work (10%)		480.00
				$ 28,926.25

Grant Street Undercrossing

All Required		Shoring, Cribbing, Etc. (60%)		$ 1,200.00
350	cu. yds.	Structural Excavation for Subways and Walls	$ 2.00	700.00

85	cu. yds.	Structural Excavation Below Elevations Shown	$ 5.00	$ 125.00
1,300	cu. yds.	Class "A" Concrete	23.00	29,900.00
200,000	lbs.	Metal Reinforcement	.06	12,000.00
120	lbs.	Copper	1.00	120.00
175	sq. yds.	Membrane Waterproofing With Mortar Protection Course	1.50	262.50
75	sq. yds.	Membrane Waterproofing Without Mortar Protection Course	.75	56.25
All Required		Electrical Work (8%)		384.00
				$ 44.747.75
		Subtotal		$ 73,674.00
		10% Engr. & Cont.		7,367.40
		Total		$ 81,041.40

Length of Structures .007 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	FA Funds	State Funds
82' Roadway	$ 64,746.45	$ 22,046.00	$ 42,700.45
79' Roadway	147,904.90	50,360.00	97,544.90
Structures	81,041.40	27,594.00	53,447.40
	$ 293,692.75	$ 100,000.00	$ 193,692.75
1941 FA Funds	$ 51,000.00	Length	.234 mile
1942 FA Funds	$ 49,000.00	Length	.223 mile

FRONT AVENUE SECTION (CLAY ST.-SHERIDAN ST.)

PROJECT NO. SN-FAP 306-B (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

June 30, 1941

PR 46

Roadway - Mount Avenue Section (Clay St.-Sheridan St.)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 3 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 1, 1941 State Oregon

Completion Date (Est.) Oct. 31, 1942 Project No. [illegible]

Estimated Total Cost Roadway $ 212,651.36 Length: Miles .452

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	6,100	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	13,000	7	Reinforcing steel	Lb.	44,000
3	Bituminous mat.	Gal.	23,000	8	Structural steel	Lb.	4,800
4	Lumber	M.	271	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Water Avenue Overcrossing

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 2 of 3 Sheets

Estimate of Materials Required for Bridge Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 1, 1941 State Oregon

Completion Date (Est.) Oct. 31, 1942 Project No. [illegible]

Estimated Total Cost Bridge $ 31,818.87 Length: Miles .007

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	1,200	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	1,200	7	Reinforcing steel	Lb.	121,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	3,600
4	Lumber	M.	90	10	Explosives	Lb.	
5	Timber piling	Lft.					

PR 46

Bridge (Grant St. Undercrossing)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 3 of 3 Sheets

Estimate of Materials Required for Bridge
(To Accompany P.S. & E.)

Starting Date (Est.) Aug. 1, 1941 State Oregon

Completion Date (Est.) Oct. 31, 1942 Project No. [redacted]-PAP 326-B (1)

Estimated Total Cost Bridge $ 49,222.52 Length: Miles .000

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	2,100	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	2,000	7	Reinforcing steel	Lb.	200,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	143	10	Explosives	Lb.	
5	Timber piling	Lft.					

CITY OF

DEPART

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BUI

OFFICE

+ 1183 ± Main — 7 — R
Clay - Sheridan — 1st Ave.
2 - 2" Service Installation
Meter + Meter Boxes - $ 524.66
1 - 3" Service - 376.72
2 - 2" Meter @ 63 = 126.00
1 - 3" " = 156 = 156.00

Mr. F. T. Young
Resident Engineer
Oregon State Highway Dept
9200 McLoughlin Blvd, City

Dear Sir:

Following are the various estimates of the cost of work in changing water facilities necessitated by the S.W. Front Ave. Highway Project:

S.W. Clay St. to S.W. Sheridan St.

Lower 75' of 8" CI pipe in SW Water Ave. from SL Clay to 75' SSL..... $ 108.00

Raise 130' of 8" CI Pipe in SW Water Ave.,Sta. 133 to 134+30..... 386.10

Lower 220' of 8" CI Pipe in SW Water Ave from Harrison St. to approx. 180' N..... 316.80

Remove 530' of 8" CI Pipe in SW Water Ave from Harrison St. to Lincoln St..... 720.80

Remove 572' of 24" CI Pipe in SW Water Ave from Harrison to Lincoln Sts..... 3,168.88

Remove 44' of 24" CI Pipe in intersection of SW Water Ave and SW Lincoln St..... 243.76

(This appears to be included in 572')

Remove 1050' of 8" CI Pipe in SW Front Ave, from Lincoln St. to Sheridan St..... 1,386.00

Remove 320' of 20" CI Pipe in SW Lincoln St, from Water Ave. to Front Ave..... 1,504.00

Remove 250' of 4" CI Pipe in SW Grant St., from Front Ave. to 230' E..... 267.50

Remove 111' of 8" CI Pipe in SW Grant St., from Front Ave. to 65' WWL of Front Ave..... 146.52

Remove 304' of 4" CI Pipe in SW Caruthers St., from 120' E to 120' W of Front Ave.....	$ 325.28	
Raise 200' of 8" CI Pipe in SW Sheridan St., from Front Ave. to 180' W.....	594.00	
		$9,167.64
Raise manhole frame & cover SW Water & Market.....	50.00	
Raise 4 manhole frames & covers SW Mill & Water..... and 16 top sections #1 CI Valve Boxes.....	320.00	
Transfer 6" service supplying NW Electric at SW Lincoln and SW Water Ave.....	388.00	
Install 16" By-pass between 16" main in Front Ave. and 24" main in Harrison St. at SW Harrison & Front.	990.00	
Cut in 24" Gate on 24" main, EL Front Ave. and 19' SNL of Harrison.....	1,335.00	
		$3,083.00
Laying 632' of 24" CI Pipe in north-bound lane of SW Water Ave., from Lincoln to Harrison.....	$10,300.00	
Laying 250 ft. of 6" CI Pipe in SW Sherman, from SW Water Ave. to 232 ft. Wstly.....	660.00	
Laying 100 ft. of 2" galv. pipe in SW Front Ave., Lincoln to 76 ft. south.....	170.00	
Lowering 72' of 24" CI Pipe in SW Harrison St., Front to 72 ft. W.....	432.00	
Five (5) hydrants to be set back.....	250.00	
Six (6) hydrants to be relocated.....	1,500.00	
18 services and meters to be moved back.....	270.00	
10 services and meters to be transferred.....	250.00	
61 services to be killed.....	915.00	
		$14,747.00

	$ 9,167.64
	3,083.00
	14,747.00
	$26,997.64
Less credit for 572' 24" CI Pipe to be removed.....	4,576.00
	$22,421.64

Brt. Fwd..... $22,421.64

S.W. Water Ave., from SL of Clay St. to Columbia St.

Lower 110' of 8" CI Pipe in SW Water Ave., from SL of Clay St. to to 50' NNL of Clay St..... 158.40

Lower 75' of 1-1/4" main in SW Clay St., from Water Ave to 57' WWL of Water Ave..... 75.00

Lower 75' of 6" CI Pipe in SW Clay St., from Water Ave. to 93' EWL of Water Ave..... 108.00
($341.40)

Grand Total.....$22,763.04

Yours very truly,

G. C. Rasch.

FORM E-20 REVISED 25M 1-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
June 23, 1941

Subject: Front Avenue

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

The Portland Fire Alarm System extends along the west side of Front Avenue, between Lincoln and Sheridan Streets. This is an aerial line hung partly on City poles, and partly on Telephone Company poles. Our construction makes necessary the moving of this line. The superintendent of the Fire Alarm wants to put this in conduit, which will be consistent with the type of improvement we are planning.

Attached hereto you will find an estimate of cost, amounting to $144.50, prepared by C. C. Ralph, Superintendent, Fire Alarm Telegraph. Replacing of an aerial system would cost less. They plan to put this in the Telephone Company's conduit, through this section. It appears reasonable, to me, to pay for this material and labor.

I suggest we set up in the estimate, as an extra item, money required to adjust the Fire Alarm System, and when the contract is awarded, that we advise the City to adjust their Fire Alarm System, and bill the State.

Yours very truly,

E. A. Collier
Division Engineer

EAC:IH
Encl.
cc: F. T. Young

RECEIVED
JUN 24 19
OFFICE OF
CONSTRUCTION ENGINEER

FORM A-66

CITY OF PORTLAND, OREGON

DEPARTMENT OF PUBLIC SAFETY

R. E. RILEY, COMMISSIONER

BUREAU OF FIRE

EDW. GRENFELL
CHIEF

June 19,1941.

Mr. F. T. Young,
State Highway Engineer's Office,
9200 McLaughlin Blvd.,
Portland,Oregon.

Dear Sir:

In compliance with your request for an estimate on the cost of clearing the city's poles and lines from S.W.Front Street between Lincoln and Sheridan Street, I submit the following:

1150 Ft.50 pr.22 ga.paper insulated lead cable.....	$172.50
Material for Splices.....	19.00
1-Sheet iron terminal box with terminal ships.....	12.00
Labor for pulling and splicing.....	145.00
Labor-removing poles and wires.....	96.00
	$444.50

As it is impossible to get #14 rubber insulated cable within four to six months, we will have to substitute paper telephone cable of smaller gauge and greater number of conductors to get the capacity.

Yours very truly,

C C Ralph

SUPT.OF FIRE ALARM TELEGRAPH

127-1012 Independence (B St.-Monmouth St)Sec.
Independence Secondary Hwy. 1941

2499

RECEIVED
JUL 3 1942
FOR FILING
127-1012

July 1, 1942

Shell Oil Co., Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Frank J. Hurley

In accordance with your letter of June 26, 1942, you are advised that contract No. 2499 with The United Contracting Company, was completed on April 17, 1942, and accepted by the State Highway Commission on June 4, 1942. The total amount of money paid on this contract was $9,453.66.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ES

NOTED
D. G. DeSart

RECEIVED
JUN 19 1942
FOR FILING

127-1012

June 17, 1942

American Surety Company of New York
W. A. King
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2499 for work on the Independence ("B" Street-Monmouth Street) Section of the Independence Secondary Highway, in Polk County, has been completed by the contractor, The United Contracting Company, and that final settlement will be made on or after June 27, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $9,453.66, including final payment, and that no force account work was performed therein. This contract was completed on April 17, 1942, and accepted by the Commission June 4, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSayt

H. G. Smith

Form B-1—832—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 18, 1942

Section Independence ("B" St.-Monmouth St.) *Kind of work* Paving

Highway Independence Secondary *Section prefix* 127-1012

Contractor The United Contracting Co. *Contract number* 2499

Date of contract July 17, 1941 *Date of completion* September 15, 1941

Date work started March 11, 1942 *Estimated date of completion* , 19

Amount of contract . . . . . $ 9,930.27 *Per cent of time elapsed* %

Estimated cost of completed project, exclusive of engineering . . . . . $ 9,444.68

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 436.27, 4.62 % *Date project was completed* April 17, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed on this contract on Friday P.M. April 17th. A total of 840 tons of "B" Mix and 405 tons of "C" Mix was placed. The total estimated tonnage was 1300 as compared with 1245 tons placed to complete the project.

A monthly estimate was submitted for this section on Thursday April 16th.

RECEIVED
APR 20 1942
ENGINEER

RECEIVED
APR 20 1942
OFF.
DIVISION ENGINEER
DIVISION NO. 2

NOTED
E. D.

Signed H. G. Smith

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					0.17
Miles partially completed					
Miles completed					0.17
Total estimated quantities					1,300
Estimated quantities moved or placed to date					1,245
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 12	Clear		
Monday 13	Rain		
Tuesday 14	Cloudy		
Wednesday 15	"		
Thursday 16	Showers		
Friday 17	"		Project completed this date.
Saturday			

STATE PRINTING DEPT.

RECEIVED
FEB 9 1942
FOR FILING

127-1012

February 6, 1942

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 4, 1941, granted your request for an extension of time, from September 15, 1941, to June 1, 1942, without penalty, in connection with state highway contract No. 2499, for paving the Independence Section of the Independence Secondary Highway, in Polk County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Mr. F. De Lason

RECEIVED
AUG 13 1941

R

127-1012

August 13, 1941

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2499, which was awarded to you on July 17, 1941, by the State Highway Commission covering the Independence ("B" Street-Monmouth Street) Section of the Independence Secondary, in Polk County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C DeSart

RECEIVED
JUL 2[illegible] 1941

R

127-1012

July 21, 1941

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2499, which was awarded to you by the State Highway Commission, on July 17, 1941, covering the Independence ("E" St.-Monmouth St.) Section of the Independence Secondary Highway in Polk County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 4, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OI Secretary

NOTED
D. J. DeSart

RECEIVED
JUL 21 1941
FOR FILING

127-1012

R

July 19, 1941

The United Contracting Company
311 Stock Exchange Building
Portland, Oregon

Gentlemen:

The State Highway Commission on July 17 awarded you the contract for paving on the Independence (B Street-Monmouth Street) Section of the Independence Secondary Highway, in Polk County. This award was based on your low bid of $9,930.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS
cc - S. H. Probert
G. S. Peterson

RECEIVED
OCT 31 1941
FOR FILING

2b
Jan 12-13

127-1012

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23rd, 1941

Subject: Independence Estimate

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

L

REFERRED TO
W. E. Lininger
By Chief Engineer

Dear Sir:

Herewith estimate by Mr. Eason for the cost of the work to be done in the City of Independence, as requested by the mayor to you personally.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

Clearwater & Mills

R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1941

Subject: Street Improvement in City of Independence

To:

Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

In conformity with instructions from Mr. Baldock, I have made an estimate for street improvement in the City of Independence, which work had been petitioned by the Mayor of Independence to Mr. Baldock direct.

As you remember, there is a high curb along the main street of Independence, which is the highway route, and the City contemplated some time ago putting in a step curb. The new mayor, Dr. Butler, thought the Highway Department should repave the street and make the step curb unnecessary. This can be done, and the work involved would be 800 feet along Main Street and Monmouth Street, which is the highway routing, and about 200 feet on the extension of Main Street beyond the highway turn. The total cost is estimated as follows:

150 sq. yds.	pavement and sidewalk removal	at $	.50	$ 75.00
2 only	catch basins		25.00	50.00
90 lin. ft.	8-inch sewer pipe		.40	36.00
40 cu. yds.	trench excavation		1.00	40.00
1,100 tons	asphaltic concrete pavement		7.00	7,700.00
	Total			$7,901.00

+ 10%. 79%

Of this total 160 tons of asphalt paving, at a cost of $1,120.00, would be outside of the highway route. 8691 =

Yours very truly,

F. D. EASON,
Division Engineer.

8,759.85

FDE:AM
cc Mr. H. B. Glaisyer

RECEIVED
MAY 21 19..
OFFICE OF
ENGINEER

RECEIVED
OCT 31 1941
FOR FILING

2 D
6-12-42

2 G
5/30

Engineers report on cost to
resurface Main St in Independence.
(Evans sandy report & Runte)

131-1012 Meadowbrook Section
Starkey Secondary Highway 1941

2500

RECEIVED
JAN 11 1943
FOR FILING

131-1012

January 9, 1943

Mr. E. L. Caine
Prospect City, California

Dear Sir:

The State Highway Commission, at its meeting on December 16, 1942, granted you the extension of time requested, from October 15, 1941, to October 3, 1942, without penalty, in connection with contract No. 2500, Hoodoo-Brock Section of the Stanley-Secondary Highway, in Union County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AH Secretary

cc - Paul Van Smoy

RECEIVED
DEC 30 1942
FOR FILING

131-1012

December 29, 1942

General Casualty Company of America
Dooly & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2500, for work on the Meadow Brook Section of the Starkey Secondary Highway, in Union County, has been completed by the contractor, E. L. Gates, and that final payment, in the amount of $1,988.91, will be made on or after January 8, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $34,901.37, of which amount $33.71 represents the amount of force account items. This contract was completed on October 3, 1942, and accepted by the Commission on December 18, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EE

NOTED
A. L. MONSON

RECEIVED
NOV 28 1942
FOR FILING

131-1012

November 27, 1942

General Casualty Company of America
Dooly & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to E. L. Gates, on contract No. 2500 covering work on the Meadow Brook Section of the Starkey Secondary Highway, in Union County. This payment, in the amount of $1,033.99, will be made on or after December 7, 1942. The retained percentage is $2,000.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

be

A.

R.H. Baldock

131-1012

October 3rd, 1942

NOTED
State Highway Engineer

Cost Analysis to October 3rd, 1942

Starkey Secondary Highway
Contract #2500

E. L. Gates, Contractor
E. F. Chidsey, Resident Engineer

Meadowbrook Section
Prefix #131-1012

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,651.92	All		$1651.92	$2000.00	$2,000.00
Structural Excavation, Unclassified	151.44	106.9	Cu. Yd.	1.42	1.25	133.63
Trench Excavation, Unclassified	8.02	10.96	" "	0.73	1.00	10.96
General Excavation, Unclassified	17,962.64	75,728.9	" "	0.24	0.35	26,505.12
Short Overhaul	625.20	63,182.3	Yd. Sta.	0.01	0.01	631.82
Long "	104.18	186	C-Yd. Sta.	0.56	0.50	93.00
Rounding Cutbanks	441.87	5,080.0	Lin. Ft.	0.09	0.08	406.40
Finishing Roadbed and Slopes	3,102.07	2.22	Miles	1,397.33	200.00	444.00
18" Corr. Metal Pipe	886.70	373	Lin. Ft.	2.38	2.50	932.50
Salvaging Culvert Pipe	76.19	190	" "	0.40	1.00	190.00
*Selected Roadbed Topping	1,520.61	4,344.6	Cu. Yd.	0.35	0.50	2,172.30
*Hauling Roadbed Topping	542.23	4,518.55	Yd. Mi.	0.12	0.15	677.78
	$27,073.07					$30,078.12

* Work subbed by Kelly

Gross Amount Earned to Date	$30,078.12
Total Cost to Date	27,073.07
Net Amount Earned to Date	$3,005.05

Net Amount Earned is 10.0% of Gross Revenue Earned to Date

Meadowbrook Section

Detail of Cost

Labor:			
Supervision		$1,052.16	
Labor		9,448.07	
State Industrial Insurance		834.06	
Social Security & Unemployment Insurance		420.00	
			$11,754.29
Materials:			
18" Corr. Metal Pipe	373 lin. ft. at $1.58	$589.39	
18" " " " Bands	11 each " 2.04	22.44	
			611.83
Equipment Rental, Supplies & Misc.:			
Equipment Rental (Includes Repairs)		$5,784.70	
Rented Equipment		224.00	
Gas, Oil and Grease		1,573.10	
Explosives		1,407.65	
Cable		89.85	
Bulldozer Points		171.48	
Lumber		3.00	
Small Tools & Misc.		358.13	
Freight		1,605.40	
Bond		231.90	
Home Office & General Overhead		905.00	
P. L. & P. D. Insurance		289.90	
			12,644.11
Work Sub-Contracted by Kelly (Selected Topping)		$2,062.84	
			2,062.84
Total			$27,073.07

Remarks:

This was a "State Project" which was bid June 13th, 1941, and was awarded July 17th, 1941. The contractor due to equipment shortage was unable to start immediately and did not begin operations until September 16th, 1941. Equipment used on the job consisted of two RD-8 tractors, two 15 cu. yd. carryalls, one dozer, one #12 blade, one 210 compressor and one pick-up. Equipment used for placing the topping consisted of one-half yard Speeder shovel and small trucks which belonged to the sub-contractor.

Grading operations were carried out in a very successful manner, one RD-8 and dozer and one RD-8 and carryall moving an average of 74 cu. yd. per hour. This was excellent progress considering a considerable amount of the material moved consisted of solid rock which required blasting.

Wet weather did not hamper grading operations but did materially affect the roadbed finishing and topping. This, plus the inability of the contractor to secure experienced slopers, resulted in considerable delay and extra cost for the contractor.

The topping originally scheduled for use did not prove satisfactory, and material was secured from talus slides at Station 612. Although this material blanketed the mud and enabled traffic to continue using the road, the contractor was unable to finish the topping as satisfactory leveling of the material was impossible. Operations were suspended January 1st, 1942 and have not been resumed to date. About 1,000 cu. yd. of topping remain to be placed to finish the project.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

Form E-1—826—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

No. 15

For Week Ending October 3, 1942

Section Meadow Brook — Kind of work Grading and surfacing

Highway Starkey Secondary — Section prefix 131-1012

Contractor E. L. Gates — Contract number 2500

Date of contract July 17, 1941 — Date of completion October 15, 1941

Date work started Sept. 15, 1941 — Estimated date of completion October 5, 1942

Amount of contract . . . . . $ 30,920.50 — Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . . $ 34,900.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2300.00, ... % — Date project was completed 10-3-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor moved back on th this job this week and will complete the surfacing to-day. He should complete the blading and finishing by Monday.

RECEIVED OCT [illegible] OFFICE OF CONSTRUCTION ENGINEER

NOTED
E. M. [illegible]

Signed E. L. Gates

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.22	2.22			
Miles partially completed					
Miles completed	2.22	2.22			
Total estimated quantities	61,000	5,400			
Estimated quantities moved or placed to date	68,000	5,400			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		10			
Average force on project for week		7			

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1....., Power graders ....1....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Weather fair all week. No. Lost time.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
AUG 14 1941
FOR FILING

131-1012

August 13, 1941

Mr. E. L. Gates
Packwood, Washington

Gentlemen:

We are sending you today by express fully executed copies of the following contracts which were awarded to you on July 17, 1941, by the State Highway Commission:

Contract No. 2495. 5.39 miles grading and surfacing on the Kimberly-Dixon School Section of the Kimberly-Long Creek Secondary Highway, in Grant County.

Contract No. 2492. 2.09 miles grading, surfacing and oiling, on the Monroe-Lane County Line Section of the Territorial Secondary Highway, in Benton County.

Contract No. 2500. 2.22 miles grading and topping on the Meadow Brook Section of the Shirley Secondary, in Union County.

These copies are for your records and files. We are also sending executed copies to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

P. S. In accordance with your previous instructions we are expressing the above copies of these contracts to Healy & Company, Board of Trade Building, Portland.

NOTED
D. G. DeSart

RECEIVED
JUL 21 1941
FOR

131-1012

July 19, 1941

Mr. E. L. Eaton
c/o Healy & Company
Board of Trade Bldg.
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of each of the following contracts which were awarded to you by the State Highway Commission on July 17:

No. 2492. Monroe-Lane County Line Section of the Territorial Secondary Highway, in Benton County. 2.09 miles grading, surfacing and oiling.

No. 2495. Kimberly-Sisters School Section of the Kimberly-Long Creek Secondary Highway, in Grant County. 5.39 miles grading and surfacing.

No. 2500. Meadow Brook Section of the Starkey Secondary Highway in Union County. 2.22 miles grading and topping.

Kindly execute all four copies of each contract as to agreement and bond, and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each will be returned to you for your records and files. We will also furnish an executed copy of each to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under these contracts in strict conformance therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of accounts due hospital associations, et cetera.

Very truly yours,

MS

OREGON STATE HIGHWAY COMMISSION
By

NOTED
D. G. DeSart

Secretary

RECEIVED
JUL 21 1941
FOR FILING

131-1012

July 19, 1941

Mr. E. L. Gates
Redmond, Washington

Dear Sir:

The State Highway Commission on July 17 awarded you the contract for grading and topping on the Meadowbrook Section of the Stanley Secondary Highway, in Union County. This award was based on your low bid of $30,920.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - S. H. Probert
G. S. Fennell

34-1038 Bridge, East Dairy Ck., No. Plains
Wolf Creek Highway 1941

2501

RECEIVED
FEB 9 1942
FOR FILING

34-1038

February 6, 1942

Frank Watt Construction Company
2020 N. E. 58th Street
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 6, 1941, granted your request for an extension of time, from October 31 to November 30, 1941, without penalty, in connection with state highway contract No. 2501, for construction of a bridge over East Dairy Creek on the Wolf Creek Highway, in Washington County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM
cc - E. G. Williams

NOTED
D Desart
RECEIVED
JAN - 8 1942
FOR FILING

34-1038

January 7, 1942

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2501 for construction of a bridge over East Dairy Creek on the Wolf Creek Highway, in Washington County, has been completed by the contractor, Frank Watt Construction Company, and that final settlement will be made on or after January 17, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $11,794.51, including final payment, and that no force account work was performed therein. This contract was completed on November 30, 1941, and was accepted January 5, 1942.

Very truly years,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

RECEIVED
FEB 9 1942
FOR FILING

34-1038

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1941

Subject: East Dairy Creek Bridge

To: Mr. H. B. Glaisyer
Secretary
Office

OFFICE COPY

Dear Sir:

For your information, Frank Watt Construction Company completed work on Contract No. 2501, East Dairy Creek Bridge on the Wolf Creek Highway in Washington County, on November 30, 1941. Please secure authority from the Commission to pay the final estimate on this job.

Specified date of completion for the work was October 31, 1941. A request for time extension was presented for the Commission's action on October 25.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W. A. Reeves

W. A. Reeves
Bridge Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED BY HIGHWAY COMMISSION
DATE January 21, 1942
Secretary

NOTED
D. DeSart

RECEIVED
AUG 26 1941
FOR FILING

34-1038

August 19, 1941

Frank Watt Construction Co.
3020 N. E. 59th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2501 which was awarded to you on July 31, 1941, by the State Highway Commission covering the East Dairy Creek bridge on the Wolf Creek Highway in Washington County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

GA Secretary

NOTED
D... DeSart

RECEIVED
AUG 1941

R

34-1038

August 5, 1941

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of contracts No. 2494 and No. 2501, with Frank Watt Construction Company, in quadruplicate. These contracts were received with express charges collect, in the amount of 30¢.

We feel sure that this was an oversight on the part of one of your employees, as it is not standard practice for the state to pay transportation charges on documents forwarded to this office. Therefore, the State Highway Commission will appreciate being reimbursed for this 30¢ charge.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BCD:MS

NOTED
D. C. DeSart

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

July 31, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 2501 - Frank Watt Const. Co.
East Dairy Creek Bridge on the Wolf Creek
Highway In Washington County

Contract No. 2494 - Frank Watt Const. Co.
North Fork Necanicum River Bridge on the
Wolf Creek Highway in Clatsop County

We are today shipping to you under separate cover by express, the above captioned contracts in quadruplicate, after having executed the contract bonds thereon.

After the contracts have been approved by the Commissioners, will you kindly send us a copy of each for the proper completion of our records and oblige.

Trusting the enclosures will meet with your satisfaction we remain,

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents,
THE AETNA CASUALTY AND SURETY COMPANY,

By Phil M. Lively
Phil M. Lively
Resident Assistant Secretary.

gb

cc--G. Cyrus Bishop
Office

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JUL 25 1941
FOR FILING

34-1038

R.

July 22, 1941

Frank Watt Construction Co.
2020 N. E. 58th Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2501, which was awarded to you by the State Highway Commission, on July 17, 1941, covering the East Dairy Creek Bridge on the Wolf Creek Highway in Washington County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of accounts due hospital associations, et cetera.

Very truly yours,

CA

Secretary

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34-1038

July 19, 1941

Frank Watt Construction Co.
2020 N. E. 58th Ave.
Portland, Oregon

Gentlemen:

The State Highway Commission, on July 17, awarded you the contract for the bridge over the East Dairy Creek near North Plains on the Wolf Creek Highway, in Washington County. This award was based on your low bid of $8,933.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

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JUL 21 1941

3-d

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 17, 1941

34-1038

Subject: East Fork of Dairy Creek

To: Mr. C. B. McCullough
Assistant Chief Engineer
O f f i c e

Dear Sir:

I am advised that the W.P.A. grading schedule calls for the construction of the embankment in the vicinity of the East Fork of Dairy Creek at Station 2420 on the Wolf Creek Highway in Washington County. The structure across this creek will be a 75-foot concrete viaduct at an estimated cost of $8,000.

I believe it advisable to get the structure under contract so that it can be built this construction season. If it is not built during the summer, we would not be able to get the construction until next summer. I would suggest that we be authorized to advertise at the July meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM

REFERRED TO
Mr. Baldock
By Asst. State Highway Engineer
for agenda

REFERRED TO
Mr. Slinger
By Chief Engineer
agenda

C. P.

122-4202 Detroit-So. Santiam Junct.Rock Prod.
North Santiam Second. Hwy. 1941

#2502

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MAY 7 1942
FOR FILING

122-4202

May 6, 1942

Mr. A. O. Ekstrom
11104 N. E. Holman
Portland, Oregon

Dear Sirs

The State Highway Commission, at its meeting on March 20, 1942, granted you the extension of time requested, from October 31, 1941, to February 7, 1942, without penalty, in connection with contract No. 2502 for furnishing crushed rock in stock piles for the Detroit-South Santiam Junction Section of the North Santiam Secondary Highway, in Linn and Marion Counties.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - W. E. Chandler
F. B. Bacon

122-4202

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FOR FILING

R H BALDOCK

April 18 1942

FINAL COST ANALYSIS

Detroit-South Santiam Junction
Contract No. 2502

Rock Production
A. O. Ekstrom, Contractor
E. E. Johnston, Resident Engineer
A. A. Fossen, Resident Engineer

North Santiam Highway
Prefix 22-4202
?

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in S.P.	$18,117.72	8,965.1	Cu. Yd.	$2.02	$1.90	$17,033.69
½"-¼" Cr. Rock in S.P.	9,579.55	4,740.2	" "	2.02	1.90	9,006.38
¼"-0 " " " "	4,985.61	2,467.0	" "	2.02	1.90	4,687.30
Clear & Grub S.P. Sites	3,516.26	100%	All			3,500.00
Leveling of S.P. Sites	502.32	100%	"			500.00
Barbed Wire Stock Fence	650.14	255.06	Rod	2.55	4.00	1,020.24
Gates in Stock Fence	130.57	6	Each	21.76	25.00	150.00
PA #1, 12" Corr. Metal Pipe	45.37	34	Lin. Ft.	1.33	1.50	51.00
Struct. Excav.	8.56	4.1	Cu. Yd.	2.09	2.00	8.20
Trench "	17.97	8.6	" "	2.09	2.00	17.20
Stockpile Screen Rejects	230.10	920.4	" "	0.25	0.25	230.10
Haul Screen Rejects	401.65	5,020.6	Yd. Mi.	0.08	0.08	401.65
S.P. Haul Adj., Favor of State	_____	1,372.4	Yd. Mi.		0.07	- 96.07
	$38,185.82					$36,509.69

Total Cost	$38,185.82
Gross Revenue	36,509.69
Net Loss	$1,676.13

Net Loss Equals 4.6% of Gross Revenue

NOTED

Detail of Cost

Labor:

Supervision	$2,058.87	
Labor	14,185.58	
State Industrial Accident Insurance	1,294.18	
Unemployment Insurance - 4%	649.78	
Social Security - 1%	162.44	
		$18,350.85

Materials:

12" Corr. Metal Pipe	34 lin. ft.	at $0.804	$27.34	
Single Str. Galv. Guy Wire	200 "	" " 0.051	10.20	
12' Single Drive Gates	6 each	" 8.92	53.52	
Galv. Cattle Barbed Wire	19 spools	" 3.88	73.72	
Fence Posts			62.80	
				227.58

Miscellaneous:

Equipment Rental & Repairs	$10,966.75	
Hired Equipment	531.00	
Gas, Oil & Grease	3,846.08	
Explosives	334.00	
Lumber	571.09	
Cement	18.38	
Freight & Cartage	513.72	
Small Tools & Misc. Supplies	1,935.96	
Office Supplies	18.21	
Home Office & Gen. Overhead	730.20	
Bond	142.00	
		19,607.39

T o t a l $38,185.82

Cost Analysis of Crushing Operations

Crushed Rock:	3/4" - 1/2"	8,965.1 cu. yds.
	1/2" - 1/4"	4,740.2 " "
	1/4" - 0	2,467.0 " "
Screen Rejects		920.4 cu. yds.

	Cost	Quantity	Unit Cost
Plant Move In & Set Up	$3,008.02	16,172.3 cu. yd.	$0.186
Strip Pit	607.70	" " "	0.038
Load in Quarry	4,573.88	" " "	0.283
Haul to Crusher	1,594.03	" " "	0.098
Crushing	12,029.40	" " "	0.744
Proratables	3,801.01	" " "	0.235
	$25,614.04	16,172.3 cu. yd.	$1.584
Screen Rejects - 920.4 cu. yd. at $0.25			
	- 230.10		- 0.014
Total Cost in Bunker	$25,383.94		$1.57
Haul to Stockpile	6,949.96		0.43
Stockpile	348.98		0.02
Total Cost in Stockpile	$32,682.88	16,172.3 cu. yd.	$2.02

Detroit-South Santiam Junction

Contract No. 2502

Remarks:

This was a "State Project" and consisted of the furnishing of approximately 16,000 cubic yards of crushed rock in stockpiles for later use as maintenance material. The contract was awarded July 30th, 1941; set-up was started August 4th; crushing started October 2nd, and the job was completed January 31st, 1942.

The crushing plant consisted of a 14" x 28" Good Roads jaw crusher, a 4' x 8' Linkbelt single-deck and a 4' x 10' Telsmith triple-deck vibratory screen, a 28" Traylor gyratory crusher, 168 feet of conveyor belt and 80 feet of bucket line. The power unit was an old Fairbanks-Morse two-cylinder 75 h.p. diesel motor. A washing system was installed which consisted of a six-cylinder gas car motor, a 4-inch pump and 200 feet of 4-inch pipe. For the first 4 weeks the contractor brought the material to the plant with an 80 h.p. Waukesha gasoline motor mounted on a set of drums and a 1 cu. yd. Crescent bucket, but due to the necessity of sidecasting quite a bit of loose dirt, he changed to a 3/4 cu. yd. 20-B shovel and 1 pit truck. The plant operated 982½ hours for an average of 16.5 cu. yd. per hour.

The contractor took so much time to set up his plant that he had to fight bad weather throughout the job. He had quite a bit of rain and later a lot of snow. He also was troubled with numerous breakdowns.

The loss suffered on the job was on the crushed rock items. This loss was due in the most part to poor judgment and supervision on the part of the contractor. He had excellent prices on this job and should have made a nice profit.

E. H. Clymer
Cost Analyst

By . . K. W. Mathews

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APR 6 1942
FOR FILING

122-4202

April 4, 1942

General Casualty Company of America
Dooly and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2902 for the Detroit-South Santiam Junction Rock Production Project on the North Santiam Secondary Highway, in Linn and Marion Counties, has been completed by the contractor, A. O. Ekstrom, and that final settlement will be made on or after April 14, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $36,509.69, including final payment, and that no force account work was performed therein. This contract was completed on February 7, 1942, and accepted by the Commission March 20, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM Secretary

NOTED
D. . DeSart

RECEIVED
FEB 19 1942
FOR FILING

February 18, 1942

General Casualty Company of America
Dooly and Company
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. O. Ekstrom, on contract No. 2502 covering work on the Detroit-South Santiam Junction Section of the North Santiam Secondary Highway, in Linn and Marion Counties. This payment, in the amount of $8,635.01, will be made on or after February 28, 1942. The retained percentage is $1,095.29.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

Form E-1—SM—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 14, 1942., 19....

Section Detroit-South Santiam Junction

Highway North Santiam Secondary

Contractor A.O.Ekstrom

Date of contract July 30, 1941, 19....

Date work started Aug. 4, 1941, 19....

Amount of contract $35500. Buy Screen Rects 1000.

Kind of work Rock Production

Section prefix 122-A202

Contract number 2502

Date of completion October 31, 1942, 19....

Estimated date of completion ....., 19....

Per cent of time elapsed 201 %

Estimated cost of completed project, exclusive of engineering . . . . . Semi-final $35[illegible]80

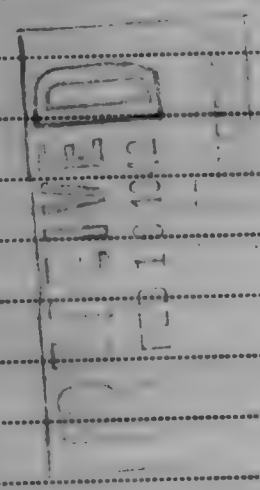
Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $2069.02, 5.83 %

Date project was completed February 7, 1942., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi-final estimate submitted to the Bend Division Office on Feb. 10, 1942.



Signed A.A. Fossum

Address 1290 Wall St. Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			31.52		
Miles partially completed					
Miles completed			31.52		
Total estimated quantities			15750		
Estimated quantities moved or placed to date		Seml-final	16172.3 Cr. Rock 920.4 Rejects		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
AUG 20 1941
FOR FILING

122 - 4202

August 19, 1941

Busby & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2502 which was awarded to O. A. Ekstrom by the State Highway Commission on July 30, 1941, covering 15,750 Cu. Yds. Crushed Rock in Stockpiles on the Detroit-South Santiam Junction Section of the North Santiam Secondary Highway in Linn and Marion Counties.

Inasmuch as you are surety for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

OA Secretary

NOTED
D DeSart

RECEIVED
AUG 29 1941
FOR FILING

122-4202

August 29, 1941

A. G. Mariven
1266 N. E. Wheeler Avenue
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2502 which was awarded to you on July 30, 1941 by the State Highway Commission covering 15,750 cu. yds. crushed rock in stockpiles on the Detroit-South Santiam Junction Section of the North Santiam Secondary Highway in Linn and Marion Counties. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

CA Secretary

NOTED
D... DeSart

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JUL 31 1941
FC

122-4202

July 31, 1941

Mr. A. O. Ekstrom
1266 N. E. Wheeler Avenue
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2502, which was awarded to you by the State Highway Commission on July 30, 1941, covering the Detroit-South Santiam Junction Section of the North Santiam Secondary Highway, in Linn and Marion County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

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D. [illegible] Desart

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JAN 21 1942
FOR FILING

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8/15/41

122-4202

July 30, 1941

Mr. A. O. Ekstrom
1266 N. E. Wheeler
Portland, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Detroit-South Santiam Junction Rock Production Project on the North Santiam Secondary Highway, in Linn and Marion Counties, based on your low bid of $35,500.00, submitted on July 17, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

RS

for confirmation by Commission

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

If none should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, JULY 30, 1941

A. G. BESTOCK
1266 N. E. WEIDLER
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR DETROIT-SOUTH SANTIAM JUNCTION ROCK PRODUCTION PROJECT ON NORTH SANTIAM SECONDARY HIGHWAY IN LINN AND MARION COUNTIES BASED ON YOUR LOW BID SUBMITTED ON JULY 17, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H. R. GLADDEN SECRETARY
STATE HIGHWAY COMMISSION

fdl

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JUN 26 1941
FOR FILING

122-4202

#2502

June 21, 1941

North Santiam Highway rock production

Mr. H. G. Smith

The Commission approved a rock production contract in the amount of 8,000 cubic yards of maintenance material for the North Santiam Highway between Detroit and the South Santiam junction, work to be let this fall, estimated cost $12,000.

C. B. McCullough

CBM:HI

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JUN 5 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Const
Projects
Secondary

Salem, Oregon
May 24, 1941

Subject: Need for rock project on North Santiam and Santiam Highways

To: Mr. C. B. McCullough
Assistant Chief Engineer

Dear Sir:

The Highway Commission recently took over that section of the North Santiam Highway from Detroit to the junction with the Santiam Highway as a secondary highway. This action was contingent on the counties clearing the right of way of all buildings and other encumbrances. However, there is no question that the right of way will be cleared and that this department will have this section of highway under maintenance by the latter part of the summer.

The oiled surface is a very thin oil mat laid with an MC-2 oil which is very tender. It is covered with patches from one end to the other and will require re-oiling throughout next year. In reality, it should be re-oiled this summer. Therefore, we will have need for material stock piled at convenient places between Detroit and the Santiam Junction.

We also have under maintenance that section of the Santiam Highway from the junction to Hogg Pass which is without stock piled material for maintenance. It will also require re-oiling next year.

I recommend that Mr. Smith work up a rock project and that the contract be let this summer in order that we may have material for next summer's oiling. I further recommend that the quantities be based on 500 cubic yards per mile with 60% of 3/4"-1/2" size and the balance of 1/2"-1/4" and 1/4"-0" sizes.

Very truly yours,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er

assignment 1220
Highsmith 6/4/41

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OCT 31 1941
FOR FILING

122-4202

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10th, 1941

Subject: North Santiam Maintenance Material Project

To: Mr. C. B. McCullough
Asst. Chief Engineer
O f f i c e

REFERRED TO
By Asst. Chief Engineer

Dear Sir:

In regard to Record of Assignment #1220, you may request permission of the Commission to crush 8,000 cubic yards of maintenance material on the North Santiam Highway between Detroit and the junction, at an estimated cost of $12,000.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

6/12/41

SN-FAP 26-A-3 Algoma-Terminal City Sec.,
The Dalles-California Hwy. 1941

#2503

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FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON 26-A-3

POST OFFICE BUILDING
PORTLAND, OREGON

May 1, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SE-FAP 26-A(3)
Algoma-Terminal City Section
The Dalles-California Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAY 2 1944
OREGON
STATE HIGHWAY COMMISSION

Ha4pr-12765

Section A(3),
Oregon Federal Aid Project No. SN-FAP 26.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 1, 1941 by the Oregon State Highway Commission, and on November 25, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 26, Section A(3); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $101,400.00 to $139,200.00;

NOW, THEREFORE, it is hereby mutually agreed by and between the said Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty-nine thousand, two hundred and 00/100 dollars ($139,200.00) as the share of the

United States payable under said act on account of Section A(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(3) of said project shall not in any event exceed the sum of one hundred thirty-nine thousand, two hundred and 00/100 dollars ($139,200.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred seventy-eight thousand, seven hundred thirty-nine and 43/100 dollars ($178,739.43), the approved total estimated cost of Section A(3) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on Feb 1st 1944, and the Administrator on APR - 1 1944.

OREGON STATE HIGHWAY COMMISSION

By _____
Chairman, State Highway Commission

By _____
Member, State Highway Commission

By _____
Member, State Highway Commission

RECOMMENDED FOR APPROVAL:

_____
STATE HIGHWAY ENGINEER

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

Section A(3),
Oregon Federal Aid Project No. SN-PAP 26.

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SH-PAF 26-A(3), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $178,739.43 In lieu of the $101,400.00 approved by Certificate of November 25, 1941 as the total estimated cost of said project, and the sum of $139,200.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and APR 1 1944

FEDERAL WORKS ADMINISTRATOR,

By W. M. Kearns
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

26-A-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 17, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-FAP 26-A(3), Algoma-Terminal City Section of The Dalles-California Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications~~.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JAN 18 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 1944
FOR FILING

31-A-43

December 22, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for modified agreement for the Algoma-Terminal City Section, Project No. SN-FAP 26-A (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Project No. SS-FAP 26-A (3)

ALOMA-TERMINAL CITY SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, September 11, 1943

EXTENSION OF PROJECT

(Sta. 109 to 167+16.5)

45	only	Wood Sight Posts	$ 3.00	$ 135.00
8,200	cu. yds.	Selected Roadbed Topping	.33	2,732.40
31,000	yd. mi.	Hauling Roadbed Topping	.10	3,100.00
4,700	tons	4½" - 2" Rock in Base	1.25	5,875.00
3,900	tons	3/4" - 0" Rock in Base and Shoulders	1.45	5,655.00
230	M-gals.	Sprinkling	1.25	287.50
1.10	miles	Preparation of Base	300.00	330.00
1,980	tons	Furnishing and Placing Aggregate	2.20	4,356.00
102	tons	Furnishing and Placing 121-150 Asphalt	21.50	2,193.00
15	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.50	337.50
			Subtotal	$ 25,001.40
			10% Engr. & Cont.	2,500.14
			Total	$ 27,501.54

Length 1.101 miles
Cost per mile $ 24,978.69

ORIGINAL PROJECT

(Sta. 167+16.5 to 208) (Sta. 242 to 292+60)

70	only	Sight Posts	$ 3.00	$ 210.00
12,170	cu. yds.	Selected Roadbed Topping	.33	4,016.10
36,800	yd. mi.	Hauling Roadbed Topping	.10	3,688.00
6,840	tons	4½" - 2" Rock in Base	1.25	8,550.00
5,100	tons	3/4" - 0" Rock in Base and Shoulders	1.45	7,395.00

334	M-gals.	Sprinkling		$ 1.25	$ 417.50
1.73	miles	Preparation of Base		300.00	519.00
3,100	tons	Furnishing and Placing Aggregates		2.20	6,820.00
156	tons	Furnishing and Placing 121-150 Asphalt		21.50	3,354.00
24	tons	Furnishing and Placing RC-3 or Emulsified Asphalt		22.50	540.00
			Subtotal		$ 35,309.50
			10% Engr. & Cont.		3,550.96
			Total		$ 39,060.56
		Length		1.730 miles	
		Cost per mile		$ 22,578.35	

(Sta. 208+00 to 242+00)

26	only	Wood Sight Posts	$ 3.00	$ 78.00
2,550	tons	4½" - 2" Rock in Base	1.25	3,187.50
2,300	tons	3/4" - 0" Rock in Base and Shoulders	1.45	3,335.00
125	M-gals.	Sprinkling	1.25	156.25
0.65	mile	Preparation of Base	300.00	195.00
1,200	tons	Furnishing and Placing Aggregates	2.20	2,640.00
64	tons	Furnishing and Placing 121-150 Asphalt	21.50	1,376.00
9	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.50	202.50
		Subtotal		$ 11,170.25
		10% Engr. & Cont.		1,117.02
		Total		$ 12,287.27
		Length	.644 mile	
		Cost per mile	$ 19,079.61	

(Sta. 292+60 to 336+00)

All Required		Clearing and Grubbing		$ 278.00
154	cu. yds.	Structural Excavation, Unclassified	$ 1.00	154.00
190	cu. yds.	Trench Excavation, Unclassified	1.00	190.00
711,000	yd. stns.	Short Overhaul	.008	5,688.00
37,000	C-yd.stns.	Long Overhaul	.25	9,250.00
0.82	mile	Finishing Roadbed and Slopes	450.00	369.00
70	lin. ft.	18" Corr. Metal Pipe	2.10	147.00
160	lin. ft.	24" Corr. Metal Pipe	3.15	504.00
80	lin. ft.	36" Corr. Metal Pipe	6.00	480.00

80	lin. ft.	48" Corr. Metal Pipe	$ 8.25	$ 660.00
33	only	Wood Sight Posts	3.00	99.00
6,330	cu. yds.	Selected Roadbed Topping	.33	2,088.90
5,800	yd. mi.	Hauling Roadbed Topping	.10	580.00
3,600	tons	4" - 2" Rock in Base	1.25	4,500.00
2,800	tons	3/4" - 0" Rock in Base and Shoulders	1.45	4,060.00
175	M-gals.	Sprinkling	1.25	218.75
0.82	mile	Preparation of Base	300.00	246.00
1,480	tons	Furnishing and Placing Aggregate	2.20	3,256.00
74	tons	Furnishing and Placing 121-150 Asphalt	21.50	1,591.00
11	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.50	247.50
			Subtotal	$ 34,327.15
			10% Engr. & Cont.	3,452.71
			Total	$ 37,979.86
		Length	.822 mile	
		Cost per mile	$ 46,204.20	

(Sta. 336+00 to 370+55)

All Required		Clearing and Grubbing		$ 222.00
36	cu. yds.	Structural Excavation	$ 1.00	36.00
135,300	cu. yds.	General Excavation	.35	47,355.00
9,000	yd. sta.	Short Overhaul	.008	72.00
0.66	mile	Finishing Roadbed and Slopes	450.00	297.00
150	lin. ft.	18" Corr. Metal Pipe	2.10	315.00
26	only	Wood Sight Posts	3.00	78.00
260	cu. yds.	Salvaging Surfacing Materials	.75	195.00
5,300	cu. yds.	Selected Roadbed Topping	.33	1,749.00
3,000	yd. mi.	Hauling Roadbed Topping	.10	300.00
2,380	tons	4" - 2" Rock in Base	1.25	2,975.00
1,600	tons	3/4" - 0" Rock in Base and Shoulders	1.45	2,320.00
120	M-gals.	Sprinkling	1.25	150.00
60	tons	Furnishing and Placing Aggregate	2.20	132.00
4	tons	Furnishing and Placing 121-150 Asphalt	21.50	86.00
			Subtotal	$ 56,282.00
			10% Engr. & Cont.	5,628.20
			Total	$ 61,910.20
		Length	.654 mile	
		Cost per mile	$ 94,663.91	

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
(Sta. 109 to 167+16.5) (Sta. 167+16.5 to 208) (Sta. 242 to 292+60)	$ 27,501.54	$ 21,418.00	$ 6,083.54
(Sta. 208 to 242)	29,060.56	30,420.00	8,640.56
(Sta. 292+60 to 336)	12,287.27	9,569.00	2,718.27
(Sta. 336 to 370+55)	37,979.86	29,578.00	8,401.86
	61,910.20	48,215.00	13,695.20
	$ 178,739.43	$ 139,200.00	$ 39,539.43

Class of Funds	Total Cost	Federal Aid Funds	Length
1942 Federal Aid Funds	$ 130,202.43	$ 101,400.00	3.607 miles
1943 Federal Aid Funds	48,537.00	37,800.00	1.344 miles

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

26-A-2

June 1, 1943

Clifford A. Dunn and Frank Pennebaker
400 North Thompson Street
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on April 30, 1943, granted you the extension of time requested, from June 30 to October 29, 1942, without penalty, in connection with contract No. 2502, for grading, surfacing and construction of bituminous macadam on the Algoma-Terminal City Section of The Dalles-California Highway, in Klamath County.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Wm. K. Chandler

RECEIVED
26-A-3

May 7, 1943

Hartford Accident & Indemnity Company
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2503 for construction of the Algoma-Terminal City Section of The Dalles-California Highway, in Klamath County, has been completed by the contractors, Clifford A. Dunn and Frank Penepacker, and that final settlement in the amount of $5,322.70 will be made on or after May 17, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $176,319.27, of which amount $4,439.05 represents the amount of force account items. This contract was completed on October 29, 1942, and was accepted by the Highway Commission on April 30, 1943.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

26-H-2

April 26, 1943

Mr. A. L. Blackburn
Asst. Supt., Surety Department
Hartford Accident & Indemnity Co.
Hartford Building
San Francisco, California

Dear Sir:

Reply is made to your letter of April 22 inquiring why the State Highway Commission has not as yet accepted the C. A. Dunn and Frank Penepacker contract, No. 2503, for construction of the Algoma-Terminal City Section of The Dalles-California Highway, in Klamath County, Oregon.

Inquiry reveals that this job was not completed until October 29, 1942, which is several months subsequent to the time of completion specified in the contract. Following completion of the contract, it was necessary for this office to make a check of the final field notes which you can appreciate on a job of this kind would take considerable time. This accounts for a part of the delay.

Some 53 days' time was also lost at the beginning of the construction operations. This accounts for the overrun in time limit. The State Highway Commission will not accept a project and authorize final payment in connection therewith until the matter of extending the time limit for completion of the work has been decided. The application for the extension of time in this particular instance was not received until a short time ago. This will be presented to the Commission at its next regular meeting, together with the Engineer's report on the completion of the work.

Unless there is something unusual about this job that the Commission should desire more information about, I anticipate that the Commission will extend the time limit and will accept the project and order the final payment made. In the event the procedure is regular, the warrant should be ready to deliver to the contractor within the next thirty days.

Very truly yours,

HBG:AM

Secretary

RECEIVED

DK-A-3

April 8th, 1943

Mr. R. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Algoma-Terminal City Section, C. A. Dunn and Frank Pasqualone, contractors, Contract No. 2503, SA-PAP 26-A (3), from June 30th, 1942 to October 29th, 1942.

Bids for this project were received on June 13th, 1941, but due to right of way and other difficulties the contract was not executed until August 5th, 1941.

Because of this delay in executing the contract, the contractors lost approximately two months' time when working conditions were ideal. With the declaration of war, the progress of the work was seriously delayed due to the contractors' inability to secure parts and supplies.

It is recommended that the extension of time be granted without penalty.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

R

cc to: H. G. Smith

RECEIVED
DEC 11 1942
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

26-A-3

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

Stencil No. 8

IN YOUR REPLY PLEASE REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

December 10, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 26-A (3), North Unit, Algoma Terminal City Section, The Dalles-California Highway, was made by a representative of this office on November 17, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 11 1942

Form E-1—SM—9-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 7 1942, 19

Section Algoma - Terminal City

Kind of work Grading Surfacing & Oiling

Highway The Dalles - California

Section prefix 18-1118

Contractor C.A.Dunn & Frank Penepacker

Contract number 2503

Date of contract August 5 1941, 19

Date of completion June 30 1942, 19

Date work started August 8 1941, 19

Estimated date of completion October 29 1942, 19

Amount of contract . . . . . $ 172016.00

Per cent of time elapsed 137.35 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 176349.58

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 12250.00, ... %

Date project was completed 10-29-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

There has been nothing done on the project this week.

The Division Engineer inspected the project on Friday of this week and advised me to accept the job, as of the last day any work was performed, even tho there is a small shortage of maintenance materials. That last day of work was October 29th, at which time the final cleanup of project was completed.

This will be the last weekly report and all data pertaining to the job will be forwarded the first of next week.

RECEIVED
NOV 9 - 1942

NOTED
E. M. BOOTH

Signed J.H.Weaver

Address Klamath Falls Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ..... ., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
AUG 22 1942
FOR FILING

26-A-3

August 21, 1942

Mr. Clifford A. Dunn
General Contractor
Klamath Falls, Oregon

Dear Mr. Dunn:

Please pardon the tardy reply to your letter of July 29 in which you requested paint from our stock because you had been unable to obtain proper paint in order to complete your contract #2501.

Arrangements have been made to furnish you with the proper paint from our stock. Mr. J. B. Weaver will contact you within the next few days and furnish the paint, and deduct the cost of the same from your estimate.

Yours very truly,

R. H. Baldock
Chief Engineer

RHB:s

cc: W. E. Chandler
J. B. Weaver

Mr. Chandler:

Please have State Force Order #202 submitted to cover the above.

...ne 5617

P. O. Box 491

CLIFFORD A. DUNN

GENERAL CONTRACTOR

Klamath Falls, Oregon

Aug 19th 1942

Oregon State High ay Dept.
Salem, Oregon.

Contract #2505

Gentlemen:-

Please refer to our letter of July 29th in which we asked for paint from your stock as we have been unable to obtain this through the supplier in such small quantity.

Our supplier thought you had furnished some of this from your stock in thepast and charged the contractors account.

As this seemed the simple way to do it we wrote you on July 29th.

We have not heard from you so wanted to check up as we are ready for the paint.

Yours very truly,

C. A. DUNN

Formula #5-4 gallons
" 6-4 "
#9-4 "
#6-3 gallons (black)

RECEIVED
JUL 17 1942
FOR FILING

26-A-3

July 14, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Algoma-Terminal City Section
Federal Aid Project No. Oregon SS-PAF 26 A (3)

We are enclosing an Application for Preference Rating Form No. PD-1A to secure a rating higher than A-10 for some repair parts to a deisel power plant used in driving a rock crusher on the above project.

We are using the Form No. PD-1A instead of following the instructions contained in your letter of July 7, because the preference rating order for the above project expired on June 30, 1942, and we do not have complete data assembled to make an application for an extension of the order.

Very truly yours,

G. B. McCullough
Assistant Chief Engineer

CAG BG
Enclosure
cc C. A. Gardner

RECEIVED
APR 16 1942
FOR FILING

26-A-3

April 15, 1942

Clifford A. Dunn and Frank Pennpacker
General Contractors
Klamath Falls, Oregon

Attention: C. A. Dunn

Gentlemen:

We refer to your letter of April 9, concerning certain provisions which, in our letter of April 3, we advised you were to be made a part of your contract for the Algoma-Terminal City Project (Contract No. 2503).

It has not been our practice to change, or to make additions to, our contracts without the consent of the contractor, and we are not now of the opinion that such changes or additions can be made legally binding. In this instance, however, we have acted on instructions from the Federal Government, and it is our belief that, even though the provisions referred to may not legally be made a part of the contract, they are binding on both the contractor and the State the same as is any Federal enactment. We are certain that this would be true of the provisions which appear on sheets 4 to 7 under the heading "Affidavits and Pay Rolls," these being specifically authorized by Act of Congress.

With reference to the matter of pay roll deductions for hospital protection for employees, your attention is called to the fact that the new provisions are more liberal than are the corresponding provisions in the original contract. The provisions in the original contract do not permit such deductions under any circumstances.

As far as our own department is concerned, we would like to have the prohibition on deductions for hospital protection lifted, but it is not within our power to lift it.

In view of the situation as we have outlined it, we hope that you will cooperate by conforming with the new provisions. We

P. O. Box 481

CLIFFORD A. DUNN

GENERAL CONTRACTOR

Klamath Falls, Oregon

April 9th 1942

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:-

Referring to your letter of April 3rd relative to adding certain clauses to the contract (#2503) I am not particularly perturbed about the subject matter contained therein but as a matter of principle do not think it advisable to make sweeping changes in a contract without negotiation and consent of the Bond Co.

Certain clauses in this addition are designed to make it particularly difficult to make Hospital deductions. If there is any reason that the State does not want the men protected we would appreciate a letter to this effect.You realize that it would be unreasonable to ask the contractor to obt obtain written consent from each individual as well as a permit from the Sec.of Labor.The job would be completed before the negotiations were completed.

Hospital protection has proven very beneficial to the men in case of severe illness but to us is a nuisance.We have always taken the stand that our services in making the deductions and remittances was a service to our employees.However we will discontinue the practice any time the State say so in writing

It would please us very much however to have the matter stand as at present.

We are keeping the sheets sent us for reference but do not in any way consider them a part of the contract.

Yours very truly,

C. A. DUNN

RECEIVED
APR 13 1942
FOR FILING
26-A-3

April 11, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Algoma-Terminal City Section
FAP No. SR-FAP 26-A (3)

Enclosed find one set of Form PB-1A, "Application for Preference Rating," which has been prepared and submitted to this office by Mr. C. A. Dunn to obtain a preference rating to aid in the purchase of one Model 12 Caterpillar Motor Patrol. The application is being turned over to you for recommendation and submission to the War Production Board.

Dunn and Penepacker are the contractors on the above-named job. As a part of the contract, they are to furnish and place approximately 20,400 tons of 4½" - 2" rock in the pavement base course. Placing this material will require the use of a heavy motor patrol or blade for approximately 500 operating hours. The contractors do not have equipment heavy enough to handle this large material satisfactorily; and, due to the scarcity of equipment available for renting, it is doubtful if they can find and rent or lease a piece of equipment for the length of time needed to do the job.

Very truly yours,

R. H. Baldock
Chief Engineer

CAG:TK
Enc.
cc: C. A. Gardner

RECEIVED
MAR 26 1942
FOR FILING

March 23, 1942

Division of Motor Transport
Office of Defense Transportation
329 Pittock Block
Portland, Oregon

Gentlemen:

We have been requested by the C. A. Dunn Construction Company, through the Baldiger Motor Company of Klamath Falls, to make a statement to you concerning the quantity of work which that company has contracted to do for this department.

Mr. C. A. Dunn and Mr. Frank Pencpastor are jointly performing the work on the Algoma-Terminal City Section of The Dalles-California Highway in Klamath County, Oregon State Highway Commission Contract No. 2903. This contract involves the construction of 1.48 miles of highway roadbed, 4.39 miles of selected roadbed topping, construction of 5.03 miles of crushed rock base, construction of 4.38 miles of bituminous macadam wearing surface, and performance of other miscellaneous items. The contract cost of the job is $172,000, and the work is approximately 40% complete at this time.

Yours very truly,

R. H. Baldock
Chief Engineer

CAB:EM

March 24, 1942

Baldiger Motor Company

Klamath Falls, Oregon

Gentlemen:

References is made to your letter of March 19, requesting that we supply the Division of Motor Transport with a statement as to the work which the C. A. Bunn Construction Company has under contract with this department. We have prepared and are enclosing two copies of a letter containing this information.

We have made no representations as to the contractor's needs for the equipment he intends to purchase, as we do not have an inventory of his existing equipment or any method of estimating the quantity of hauling to be done in connection with his contract.

Yours very truly,

R. H. Baldock
Chief Engineer

CAG:TM
Enc.
cc: C. A. Gardner

26-A-3

Stencil No. 124

RECEIVED
DEC 23 1941
FOR FILES

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

December 19, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. SN-FAP 26-A (3)
Algoma-Terminal City Sec.
The Dalles-California Hwy.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

Jos

Wayfr-12765

Form P. R. 2

State [redacted]

Federal Aid Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between [redacted], constituting

for the purpose hereof, the Highway Department of the State of [redacted] hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [redacted] day of [redacted], 1941, a revised project statement, which was approved on the [redacted] day of [redacted], 1941, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section [redacted] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [redacted] day of [redacted] 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [redacted] dollars ($[redacted]) as the share of the United States payable under said act on account of Section [redacted] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State [redacted]

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between [redacted], length 4.951 miles, in [redacted] County, being Section A(3) of [redacted] project No. [redacted], consisting of 4.951 miles of roadway and [redacted] bridges [redacted] of more than 20 feet clear span [redacted]

16—11879 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(3) of said project shall not in any event exceed the sum of [redacted] dollars ($[redacted]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($[redacted]), the approved total estimated cost of Section A(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [redacted]

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted]

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 25 1941, 19__

[redacted]
(Official title of Highway Department)

By Henry F. Cabell
[redacted]
(Title of officer)

By [signature]
[redacted]
(Title of officer)

By _____
[redacted]
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [redacted] State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ [redacted] as the total estimated cost of said project, and the sum of $ [redacted] as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of ____ one thousand nine hundred and NOV 25 194[illegible]

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
OCT 31 1941
FOR FILING
(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 17 1941
REGION

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon SN-FAP 26-A (3)
Algoma - Terminal City Section
The Dalles - California Highway

October 16, 1941

26-A-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Senior Highway Engineer

TRD

RECEIVED
SEP 19 1941
FOR FILING

26-A-3

#2503

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the Algoma-Terminal City Section, Project No. SS-PAP 26-A (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. SR-FAP 28-A (3)

ALGOMA-TERMINAL CITY SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 10, 1941

EXTENSION OF PROJECT

(Sta. 109 to 167+16.5)

45	only	Reed Sight Posts	$ 3.00	$ 135.00
8,250	cu. yds.	Selected Roadbed Topping	.33	2,722.50
31,800	yd. mi.	Hauling Roadbed Topping	.10	3,180.00
4,700	tons	4" - 2" Rock in Base	1.25	5,875.00
3,900	tons	3/4" - 0" Rock in Base and Shoulders	1.45	5,655.00
250	M-gals.	Sprinkling	1.25	287.50
1.10	miles	Preparation of Base	300.00	330.00
1,900	tons	Furnishing and Placing Aggregate	2.20	4,356.00
102	tons	Furnishing and Placing 1?1-150 Asphalt	21.50	2,193.00
15	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.50	337.50
		Subtotal		$ 25,091.40
		10% Engr. & Cont.		2,500.14
		Total		$ 27,591.54

Length 1.101 miles
Cost per mile $ 24,978.69

ORIGINAL PROJECT

(Sta. 167+16.5 to 208) (Sta. 242 to 292+60)

70	only	Sight Posts	$ 3.00	$ 210.00
12,170	cu. yds.	Selected Roadbed Topping	.33	4,016.10
36,800	yd. mi.	Hauling Roadbed Topping	.10	3,680.00
6,640	tons	4" - 2" Rock in Base	1.25	8,300.00
5,100	tons	3/4" - 0" Rock in Base and Shoulders	1.45	7,395.00

334	M-gals.	Sprinkling	$ 1.25	$ 417.50
1.73	miles	Preparation of Base	300.00	519.00
5,300	tons	Furnishing and Placing Aggregates	2.20	6,820.00
3,496	tons	Furnishing and Placing 171-150		
3,080	tons	Asphalt	21.90	3,354.00
2,464	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.50	540.00
		Subtotal		$ 35,909.60
		10% Engr. & Cont.		3,590.96
		Total		$ 39,060.56
		Length	1.730 miles	
		Cost per mile	$ 22,578.35	

(Sta. 208+00 to 242+00)

26	only	Wood Sight Posts	$ 3.00	$ 78.00
2,350	tons	4½" - 2" Rock in Base	1.25	3,187.50
2,300	tons	3/4" - 0" Rock in Base and Shoulders	2.45	3,335.00
125	M-gals.	Sprinkling	1.25	156.25
0.65	miles	Preparation of Base	300.00	195.00
1,200	tons	Furnishing and Placing Aggregates	2.20	2,640.00
64	tons	Furnishing and Placing 171-150 Asphalt	21.90	1,376.00
9	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.50	202.50
250	lin. ft.	18" Corr. Metal Pipe	Subtotal	$ 11,170.25
26	only	Wood Sight Posts	10% Engr. & Cont.	1,117.02
240	cu. yds.	Selective Surfacing Selection	Total	$ 12,287.27
5,700	cu. yds.	Selected Material Borrow		
3,000	yd. mi.	Hauling Surface Dressing		
2,350	tons	Length	.644 mile	
1,500	tons	Cost per mile	$ 19,079.61	

(Sta. 292+60 to 336+00)

All Required		Clearing and Grubbing	$ 278.00
154	cu. yds.	Structural Excavation, Unclassified	$ 1.00 154.00
190	cu. yds.	Trench Excavation, Unclassified	1.00 190.00
711,000	yd. stas.	Short Overhaul	.008 5,688.00
57,000	C-yd.stas.	Long Overhaul	.25 3,250.00
0.82	mile	Finishing Roadbed and Slopes	450.00 369.00
70	lin. ft.	18" Corr. Metal Pipe	2.10 147.00
160	lin. ft.	24" Corr. Metal Pipe	3.15 504.00
80	lin. ft.	36" Corr. Metal Pipe	6.00 480.00

80	lin. ft.	48" Corr. Metal Pipe	$ 8.25	$ 660.00
33	only	Wood Sight Posts	3.00	99.00
6,330	cu. yds.	Selected Roadbed Topping	.33	2,088.90
5,000	yd. mi.	Hauling Roadbed Topping	.10	500.00
3,600	tons	4½" - 2" Rock in Base	1.25	4,500.00
2,800	tons	3/4" - 0" Rock in Base and Shoulders	1.45	4,060.00
175	M-gals.	Sprinkling	1.25	218.75
0.08	mile	Preparation of Base	300.00	240.00
1,480	tons	Furnishing and Placing Aggregate	2.20	3,256.00
74	tons	Furnishing and Placing 121-150 Asphalt	21.50	1,591.00
11	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.50	247.50
			Subtotal	$ 34,987.15
			10% Engr. & Cont.	3,452.71
			Total	$ 37,979.86
		Length	.822 mile	
		Cost per mile	$ 46,204.29	

(Sta. 336+00 to 370+55)

All Required		Clearing and Grubbing		$ 222.00
36	cu. yds.	Structural Excavation	$ 1.00	36.00
135,300	cu. yds.	General Excavation	.35	47,355.00
9,000	yd. sta.	Short Overhaul	.008	72.00
0.66	mile	Finishing Roadbed and Slopes	450.00	297.00
150	lin. ft.	18" Corr. Metal Pipe	2.10	315.00
26	only	Wood Sight Posts	3.00	78.00
260	cu. yds.	Salveging Surfacing Materials	.75	195.00
5,300	cu. yds.	Selected Roadbed Topping	.33	1,749.00
3,000	yd. mi.	Hauling Roadbed Topping	.10	300.00
2,380	tons	4½" - 2" Rock in Base	1.25	2,975.00
1,600	tons	3/4" - 0" Rock in Base and Shoulders	1.45	2,320.00
120	M-gals.	Sprinkling	1.25	150.00
60	tons	Furnishing and Placing Aggregate	2.20	132.00
4	tons	Furnishing and Placing 121-150 Asphalt	21.50	86.00
			Subtotal	$ 56,282.00
			10% Engr. & Cont.	5,628.20
			Total	$ 61,910.20
		Length	.654 mile	
		Cost per mile	$ 94,663.91	

[illegible]

Item	Total Cost	[illegible] Appropriation	[illegible]
[illegible]	$ 37,901.54	$ 19,601.00	$ 11,900.54
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
	$ 179,779.43	$ 101,400.00	$ 77,379.43

State Funds for Construction: Chap. 175, Laws 1947; Chap. 51, Laws 1949; Chap. 581, Laws 1949
State Funds for Maintenance: Chap. 570, Laws 1949

RECEIVED
SEP 2 1941
FOR FILING

26-A-3

August 30, 1941

Clifford A. Dunn &
Frank Pennpacker
400 North Thompson Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2503 which was awarded to you on August 5, 1941, by the State Highway Commission covering Grading, Surfacing and Bituminous Macadam on the Algoma-Terminal City Section of The Dalles-California Highway in Klamath County.
We are also sending an executed copy to the surety on your bond.
This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. J. DeSart

RECEIVED
AUG 27 1941
FOR FILING

26-A-3

CLIFFORD A. DUNN

August 26, 1941

Mr. Clifford A. Dunn
General Contractor
Klamath Falls, Oregon

Dear Mr. Dunn:

This acknowledges your letter of August 25 inclosing authorization in connection with the contract recently awarded you and Frank Penepacker for grading, surfacing and placing bituminous macadam on the Algoma-Terminal City Section of The Dalles-California Highway, in Klamath County, Contract No. 2503.

I wish to thank you for this letter of instructions which we shall be pleased to honor and follow.

Very truly yours,

HHGaAM — Secretary

cc - Carl Smith

NOTED
D. DeSart

Telephone 5617

P. O. Box 491

RECEIVED
AUG 26 1941
COMMISSION

CLIFFORD A. DUNN

GENERAL CONTRACTOR

KLAMATH FALLS, OREGON

August 25,1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

I am inclosing copy of Authorization in connection with contract #2503.

Very truly yours

CLIFFORD A. DUNN

By C. A. Dunn

CAD:g

Authorization Filed in contract Assistant

RECEIVED
AUG 27 1941
FOR FILING

FOR MR. Elliott
F. S. Slaiger, Secretary

R

COPY

26-A-3

FRANK PENEPACKER

400 North Thompson Street
Portland, Oregon

August 22, 1941

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

In connection with the execution of contract No. 2503 for the grading, surfacing and placing of bituminous macadam on the Algoma-Terminal City Section of The Dalles-California Highway in Klamath County by Clifford A. Dunn and Frank Penepacker, you are informed that this contract is being executed by the parties as individuals and not as a partnership.

You are directed to make all estimate payments and final and retained percentage payments to Clifford A. Dunn and Frank Penepacker and to mail the checks or drafts to Frank Penepacker, 400 N. Thompson Street, Portland, Oregon. Estimates may be signed in the name of Frank Penepacker and Clifford A. Dunn by either thereof.

Yours very truly,

(Sgd) CLIFFORD A. DUNN

(Sgd) FRANK PENEPACKER

FRANK PENEPACKER

400 NORTH THOMPSON STREET
PORTLAND, OREGON

General Contsruction
Equipment Rentals

August 11, 1941

Mr. S. H. Probert, Office Engineer
Oregon State Highway Commission
Salem, Oregon

Subject:
Contract No. 2503

Dear Sir:

Replying to your letter of August 7th regarding procedure as individuals in the execution of the above-mentioned contract, kindly be advised that we are having prepared an authorization for signature which we think will be acceptable to the Highway Commission, and you may expect this by the end of the week, together with ~~a copy~~ Copies of the contract.

Yours very truly,

Frank Penepacker

FP:GR

August 7, 1941

Mr. Clifford A. Dunn,
Klamath Falls, Oregon.

Mr. Frank Penepacker,
400 North Thompson Street,
Portland, Oregon.

Gentlemen:

Your bid for the grading, surfacing and placing of a bituminous ~~macadam on~~ the Algoma-Terminal City Section of The Dalles-California Highway in Klamath County was signed by Clifford A. Dunn and Frank Penepacker. In the body of the proposal following the names of the above individuals are the words "two individuals".

It is necessary that the Commission know whether or not you are partners in this transaction so that the name of any one member of the contracting firm will bind the firm. If it is not your purpose to be treated as a partnership, then, of course, each member will be required to sign each paper that calls for execution. In that event, it is desired by the Commission that you indicate one of the individuals who will be authorized to sign for both of you. If, however, you desire that each paper be signed by both members of the contracting firm, then, of course, you are entitled to have that procedure followed.

As I have already stated, if you are a partnership, the signature of one member will be sufficient. If you are not a partnership but are acting as two individuals and desire to continue throughout the transaction as two individuals, then both will have to sign. I believe you can, however, even on the theory that you are individuals rather than a partnership, authorize one to sign for both.

Yours very truly,

R. H. Baldock
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:PW
JMD

RECEIVED
Audited
FOR ...

26-A-3

August 8, 1941

Messrs. Clifford A. Dunn and Frank Penepacker
400 North Thompson Street
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2503 which was awarded to you by the State Highway Commission on August 5, 1941, covering the Algoma-Terminal City Section of The Dalles-California Highway, in Klamath County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc Clifford A. Dunn
Box 431
Klamath Falls, Ore.

NOTED
D.G. DeSart

26-A-3

STANDARD TIME INDICATED
RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SELECTED RATES ARE OUTLINED IN T 1331 ON FILE ON HAND AT EACH OFFICE AND WITH REGULATORY AUTHORITIES.

Form 16

R18 25 GOVT DL=NX PORTLAND ORE 6 1135A

1941 AUG 6 PM 12 36

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

THIS CONFIRMS OUR AUGUST 5 VERBAL CONCURRENCE IN CONTRACT AWARD OREGON SN-FAP 26-A (3) ALGOMA-TERMINAL CITY TO LOW BIDDERS PENEPACKER & DUNN=

:LYNCH:

RECEIVED
1941
PORTLAND

5 SN-FAP 26-A (3) ALGOMA-TERMINAL.

MAY WE HAVE YOUR CONCURRENCE IN AWARD TODAY OF CONTRACT FOR ALGOMA-TERMINAL CITY PROJECT TO FRANK PENEPACKER AND CLIFFORD A. DUNN OF PORTLAND ON BASIS OF BID SUBMITTED JUNE THIRTEENTH STOP ALL RIGHTS OF WAY ARE ACQUIRED.

R. H. BALDOCK

RECEIVED
JAN 21 1942

4e
8.5.41

26-G-3

August 5, 1941

Frank Pennebaker & Clifford A. Dunn
400 North Thompson Street
Portland, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 1.46 miles grading, 4.39 miles crushed topping, 5.03 miles surfacing and 4.36 miles bituminous macadam on the Algoma-Terminal City Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $272,016.60 submitted on June 13, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AH Secretary

cc - Clifford A. Dunn
Box 431
Klamath Falls, Oregon

cc - S. H. Probert
G. E. Fensen

Doc completed

427

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON AUGUST 5 1942

FRANK PENEPACKER & CLIFFORD A DUNN
400 NORTH THOMPSON STREET
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF KLAMATH-TERMINAL CITY SECTION OF THE DALLES-CALIFORNIA HIGHWAY, IN KLAMATH COUNTY BASED ON YOUR LOW BID SUBMITTED JUNE 13, 1942. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

3-41-3600M—8

TELEGRAM

SPECIFY CLASS OF SERVICE

DEFERRED ( )
DAY
NIGHT ( )

C. S.-2191

DW GR SANFRAN 8 5 41

R H BALDOCK STATE HIGHWAY ENGINEER SALEM

(OPR PLS FORWARD)

REBEL DATE HIGHWAY RELOCATION SOUTH ALGOMA UNDERSTAND COMMITMENT ON SALE PARCEL 2 WIRED YOU TODAY BY R MANNING S P LEASE AGENT WILL IMMEDIATELY ARRANGE FOR PREPARATION CONTRACTORS AGREEMENT HAVE NO OBJECTION TO WORK PROCEEDING AFTER AGREEMENT EXECUTED AND INSURANCE FURNISHED AND APPROVED . MCD-160

W K KIRKBRIDE

847P

26-A-3

RECEIVED
AUG 1 1941
FOR FILING

R. H. BALDOCK

soon, the project cannot be completed this year as contemplated and cannot be made available for use during the coming winter as the people of the vicinity are expecting.

As it does not now appear to be possible to complete the preparation and execution of the detailed encroachment agreement in time to permit the performance of the work as planned, it occurs to us that you might at once give us a letter authorizing commencement of the project as soon as the agreement between the contractor and your Company is executed (as required by our contract), and the supporting bonds and insurance furnished. Such a letter would enable us to obtain the consent of the Public Roads Administration to the award of the contract, without which consent we are powerless to act.

The low bidder for the project is Frank Pennebaker & Clifford A. Dunn, Mr. Pennebaker being the contractor with whom you dealt earlier in the year in similar matters on an adjoining unit. There should, therefore, be no difficulty in obtaining the agreement, bond and insurance which your Company requires, and which our contract

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
AUGUST 5, 1941

W. H. KINKERIDE
CHIEF ENGINEER
SOUTHERN PACIFIC COMPANY
65 MARKET STREET
SAN FRANCISCO, CALIFORNIA

UNDERSTAND NEGOTIATIONS BETWEEN LATHROP AND DIVERS RE PARCELS NEAR ALGOMA ARE COMPLETED STOP MAY WE NOW HAVE AUTHORITY BY WIRE TO ENTER UPON PROPERTY CONDITIONED ONLY ON CONTRACTOR EXECUTING AGREEMENT WITH YOU AND FURNISHING BOND STOP WILL APPRECIATE YOUR SENDING REQUIRED AGREEMENT TO CONTRACTOR EARLY AS POSSIBLE.

R. H. BALDOCK

seem, the project cannot be completed this year as contemplated and cannot be made available for use during the coming winter as the people of the vicinity are expecting.

As it does not now appear to be possible to complete the preparation and execution of the detailed encroachment agreement in time to permit the performance of the work as planned, it occurs to us that you might at once give us a letter authorizing commencement of the project as soon as the agreement between the contractor and your Company is executed (as required by our contract), and the supporting bonds and insurance furnished. Such a letter would enable us to obtain the consent of the Public Roads Administration to the award of the contract, without which consent we are powerless to act.

The low bidder for the project is Frank Pennpacker & Clifford A. Dunn, Mr. Pennpacker being the contractor with whom you dealt earlier in the year in similar matters on an adjoining unit. There should, therefore, be no difficulty in obtaining the agreement, bonds and insurance which your Company requires, and which our contract

1-3600M—8

C. S.-2191

TELEGRAM

SPECIFY CLASS OF SERVICE

DEFERRED
DAY
NIGHT

DW GR SANFRANCISCO 8 1 41

R H BALDOCK STATE HIGHWAY ENGR SALEM (OPR PLS FORWARD)

SALE PARCEL TWO NEAR ALGOMA RECOMMENDED TO SP EXECUTIVES BY ALL DEPARTMENTS CONCERNED IF YOU CAN EXPEDITE CONCLUSION PRICE NEGOTIATIONS BETWEEN DEVERS AND LATHROP WILL GREATLY SPEED UP OBTAINING FINAL AUTHORITY FROM MANAGEMENT FOR COMMITMENT YOU DESIRE AM DAILY PRESSING OUR REALESTATE DEPT FROM THIS END W K KIRKBRIDE

813P

[illegible] for the highway grading and surfacing work in connection with which these encroachments are desired.

It is very important to us that the contract for this work be awarded very soon, for the reasons, first, that the bidder may withdraw his bid and, second, that, if the work is not started very soon, the project cannot be completed this year as contemplated and cannot be made available for use during the coming winter as the people of the vicinity are expecting.

As it does not now appear to be possible to complete the preparation and execution of the detailed encroachment agreement in time to permit the performance of the work as planned, it occurs to us that you might at once give us a letter authorizing commencement of the project as soon as the agreement between the contractor and your Company is executed (as required by our contract), and the supporting bonds and insurance furnished. Such a letter would enable us to obtain the consent of the Public Roads Administration to the award of the contract, without which consent we are powerless to act.

The low bidder for the project is Frank Pennpacker & Clifford A. Dunn, Mr. Pennpacker being the contractor with whom you dealt earlier in the year in similar matters on an adjoining unit. There should, therefore, be no difficulty in obtaining the agreement, bond and insurance which your Company requires, and which our contract

COPY

TELEGRAM

DW GR SANFRAN 7 16 41

R H BALDOCK HIGHWAY ENGINEER+ "SP AGT PLS DELIVER" SALEM

REFERRING PHONE CONVERSATION DATE TAKING IMMEDIATE POSSESSION OF CERTAIN RIGHT OF WAY IN VICINITY ALGOMA THIS INVOLVES REAL ESTATE TRANSACTION WHEREBY WE SELL THE DESIRED PROPERTY TO YOU AND IS ACCORDINGLY BEING HANDLED BY OUR REALESTATE DEPARTMENT REPRESENTED BY J A LATHROP OF PORTLAND PROBLEM SEEMS INVOLVED PARTICULARILY LETTER FROM CHIEF COUNSEL J M DEVERS TO LATHROP, LATHROP WILL CALL UPON YOU I PROPOSE IMMEDIATE MEETING ON GROUND AT WHICH MY REPRESENTATIVE WILL BE PRESENT K-136 W H KIRKBRIDE

SP CO

5p

connection with which these encroachments are desired.

It is very important to us that the contract for this work be awarded very soon, for the reasons, first, that the bidder may withdraw his bid and, second, that, if the work is not started very soon, the project cannot be completed this year as contemplated and cannot be made available for use during the coming winter as the people of the vicinity are expecting.

As it does not now appear to be possible to complete the preparation and execution of the detailed encroachment agreement in time to permit the performance of the work as planned, it occurs to us that you might at once give us a letter authorizing commencement of the project as soon as the agreement between the contractor and your Company is executed (as required by our contract), and the supporting bonds and insurance furnished. Such a letter would enable us to obtain the consent of the Public Roads Administration to the award of the contract, without which consent we are powerless to act.

The low bidder for the project is Frank Pennpacker & Clifford A. Bunn, Mr. Pennpacker being the contractor with whom you dealt earlier in the year in similar matters on an adjoining unit. There should, therefore, be no difficulty in obtaining the agreement, bond and insurance which your Company requires, and which our contract

July 11, 1941

Mr. W. H. Kirkbride
Chief Engineer
Southern Pacific Co.
65 Market St.
San Francisco, Calif.

Dear Mr. Kirkbride:

We applied to your Company several weeks ago for right to encroach on your right of way between a point about 9.5 mile south of Algoma and a point about 3.5 miles north of Terminal City. We refer particularly to Encroachments Nos. 2 and 3. Since then, we have called for bids for the highway grading and surfacing work in connection with which these encroachments are desired.

It is very important to us that the contract for this work be awarded very soon, for the reasons, first, that the bidder may withdraw his bid and, second, that, if the work is not started very soon, the project cannot be completed this year as contemplated and cannot be made available for use during the coming winter as the people of the vicinity are expecting.

As it does not now appear to be possible to complete the preparation and execution of the detailed encroachment agreement in time to permit the performance of the work as planned, it occurs to us that you might at once give us a letter authorizing commencement of the project as soon as the agreement between the contractor and your Company is executed (as required by our contract), and the supporting bonds and insurance furnished. Such a letter would enable us to obtain the consent of the Public Roads Administration to the award of the contract, without which consent we are powerless to act.

The low bidder for the project is Frank Pasquesher & Clifford A. Dunn, Mr. Pasquesher being the contractor with whom you dealt earlier in the year in similar matters on an adjoining unit. There should, therefore, be no difficulty in obtaining the agreement, bond and insurance which your Company requires, and which our contract

obligates the contractor to provide.

It is our understanding that your Mr. Taylor, Division Engineer at Bonneville, has given a favorable recommendation, and that the encroachment agreement is in process of preparation.

We will be very grateful if you will issue the letter authorizing procedure with the work as above requested, and, also, for whatever action you may take to expedite the preparing of the formal agreements which are to come later.

A copy of the contract provisions, which relate to the agreement which the contractor is to enter into with you, is being sent herewith.

Very truly yours,

H. H. Baldock
Chief Engineer

Encl.

RECEIVED
JUL 31 1941
FOR FILING

26-A-3

July 30, 1941

Mr. Frank Pennpacker
400 E. Thompson St.
Portland, Oregon

Dear Sir:

With reference to your inquiry by telephone, we have to advise that we cannot permit you to begin work on the Alaska Terminal City Project for two reasons, as follows:

1. We cannot collect reimbursement from the Federal Government for any work performed prior to the award of contract.

2. We would be without protection of surety bond in the event of any damage or injury, and, as owner of the right of way, we might be held jointly liable.

We should have word from Kirkbride at San Francisco tomorrow or Friday, and we are in hopes that that word will include authority to proceed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:EM

June 2, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five bid proposals for the Algoma-Terminal City Section, Project No. SS-FAP 26-A-(3), which proposals contain revised railroad agreement and bond forms.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Oregon State Highway Department — Federal 414 Project No. SM-FAP 26-A (3)

ALSEA-TERMINAL CITY SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 26, 1941

EXTENSION OF PROJECT

(Sta. 109 to 167+16.5)

45	only	Wood Sight Posts	$ 2.00	$ 90.00
8,280	cu. yds.	Selected Roadbed Topping	.30	2,484.00
31,000	yd. mi.	Hauling Roadbed Topping	.10	3,100.00
4,700	tons	4" - 2" Rock in Base	1.00	4,700.00
3,900	tons	3/4" - 0" Rock in Base and Shoulders	1.00	3,900.00
230	M-gals.	Sprinkling	1.50	345.00
1.10	miles	Preparation of Base	100.00	110.00
1,900	tons	Furnishing and Placing Aggregate	2.00	3,900.00
100	tons	Furnishing and Placing 121-150 Asphalt	23.00	2,346.00
15	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	23.00	345.00
		Subtotal		$ 21,300.00
		10% Engr. & Cont.		2,130.00
		Total		$ 23,510.00

Length 1.101 miles
Cost per mile $ 21,360.58

ORIGINAL PROJECT

(Sta. 167+16.5 to 208) (Sta. 242 to 292+60)

70	only	Sight Posts	$ 2.00	$ 140.00
12,170	cu. yds.	Selected Roadbed Topping	.30	3,651.00
36,880	yd. mi.	Hauling Roadbed Topping	.10	3,688.00

6,840	tons	4½" - 2" Rock in Base	$ 1.00	$ 6,840.00
5,100	tons	3/4" - 0" Rock in Base and Shoulders	1.00	5,100.00
334	M-gals.	Sprinkling	1.50	501.00
1.73	miles	Preparation of Base	100.00	173.00
3,100	tons	Furnishing and Placing Aggregates	2.00	6,200.00
156	tons	Furnishing and Placing 121-150 Asphalt	23.00	3,588.00
24	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	23.00	552.00
		Subtotal		$ 30,433.00
		10% Engr. & Cont.		3,043.30
		Total		$ 33,476.30
		Length	1.730 miles	
		Cost per mile	$ 19,350.48	

(Sta. 208+00 to 242+00)

26	only	Wood Sight Posts	$ 2.00	$ 52.00
2,550	tons	4½" - 2" Rock in Base	1.00	2,550.00
2,300	tons	3/4" - 0" Rock in Base and Shoulders	1.00	2,300.00
125	M-gals.	Sprinkling	1.50	187.50
0.65	mile	Preparation of Base	100.00	65.00
1,200	tons	Furnishing and Placing Aggregates	2.00	2,400.00
64	tons	Furnishing and Placing 121-150 Asphalt	23.00	1,472.00
9	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	23.00	207.00
		Subtotal		$ 9,233.50
		10% Engr. & Cont.		923.35
		Total		$ 10,156.85
		Length	.644 mile	
		Cost per mile	$ 15,774.30	

(Sta. 292+60 to 336+00)

All Required		Clearing and Grubbing		$ 170.00
154	cu. yds.	Structural Excavation, Unclassified	$ 1.50	231.00
198	cu. yds.	Trench Excavation, Unclassified	1.50	285.00
711,000	yd. sta.	Short Overhaul	.008	5,688.00

37,000	C-yd.sta.	Long Overhaul	$ .40	$ 14,800.00
0.82	mile	Finishing Roadbed and Slopes	300.00	246.00
70	lin. ft.	18" Corr. Metal Pipe	2.50	175.00
160	lin. ft.	24" Corr. Metal Pipe	3.50	560.00
80	lin. ft.	36" Corr. Metal Pipe	5.50	440.00
80	lin. ft.	48" Corr. Metal Pipe	8.00	640.00
33	emly	Wood Sight Posts	2.00	66.00
6,330	cu. yds.	Selected Roadbed Topping	.30	1,899.00
3,000	yd. mi.	Hauling Roadbed Topping	.10	300.00
3,600	tons	4½" - 2" Rock in Base	1.00	3,600.00
2,800	tons	¾" - 0" Rock in Base and Shoulders	1.00	2,800.00
173	M-gals.	Sprinkling	1.50	262.50
0.82	mile	Preparation of Base	100.00	82.00
1,480	tons	Furnishing and Placing Aggregate	2.00	2,960.00
74	tons	Furnishing and Placing 121-150 Asphalt	23.00	1,702.00
11	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	23.00	253.00
		Subtotal		$ 37,359.50
		10% Engr. & Cont.		3,735.95
		Total		$ 41,095.45

Length .822 mile
Cost per mile $ 49,994.46

(Sta. 336+00 to 370+55)

All Required		Clearing and Grubbing		$ 130.00
36	cu. yds.	Structural Excavation	$ 1.50	54.00
135,300	cu. yds.	General Excavation	.40	54,120.00
9,000	yd. sta.	Short Overhaul	.008	72.00
0.66	mile	Finishing Roadbed and Slopes	300.00	198.00
150	lin. ft.	18" Corr. Metal Pipe	2.50	375.00
26	emly	Wood Sight Posts	2.00	52.00
260	cu. yds.	Salvaging Surfacing Materials	1.00	260.00
5,300	cu. yds.	Selected Roadbed Topping	.30	1,590.00
3,000	yd. mi.	Hauling Roadbed Topping	.10	300.00
2,380	tons	4½" - 2" Rock in Base	1.00	2,380.00
1,600	tons	¾" - 0" Rock in Base and Shoulders	1.00	1,600.00
120	M-gals.	Sprinkling	1.50	180.00
60	tons	Furnishing and Placing Aggregates	2.00	120.00
4	tons	Furnishing and Placing 121-150 Asphalt	23.00	92.00
		Subtotal		$ 61,523.00
		10% Engr. & Cont.		6,152.30
		Total		$ 67,675.30

Length .654 mile
Cost per mile $ 103,479.05

SUMMARY OF FUNDS REQUIRED

Item	Total Cost	Federal Aid Funds	State Funds
(Sta. 109 to 167+16.5)	$ 23,518.00	$ 14,347.00	$ 9,171.00
(Sta. 167+16.5 to 208)	33,476.30	20,422.00	13,054.30
(Sta. 242 to 292+60)	10,156.85	6,196.00	3,960.85
(Sta. 208 to 242)	41,095.45	25,070.00	16,025.45
(Sta. 292+60 to 336)	67,675.30	41,285.00	26,390.30
(Sta. 336 to 370+55)			
	$175,921.90	$107,320.00	$68,601.90

[illegible] necessary right of way [illegible] fully available within [illegible] days.

R. P. BALDOCK
State Engineer

By

[signature]

[illegible]
Assistant Engineer

ALGOMA-TERMINAL CITY SECTION

PROJECT NO. SN-FAP 26 (3)

While negotiations for right of way are in progress, four parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within fifteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert

S. H. Probert
Office Engineer

May 26, 1941

PR 46

Roadway (Algoma-Terminal City)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) July 1, 1941 State Oregon

Completion Date (Est.) June 30, 1942 Project No. SM-PAP 26 (3)

Estimated Total Cost Roadway $ 173,991.90 Length: Miles 4.951

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	17,000
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	112,000	8	Structural steel	Lb.	
4	Lumber	M.	4.4	10	Explosives	Lb.	34,000
5	Timber piling	Lft.					

26-A-3

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MAY 31 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

RECEIVED
MAY 29 1941
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 28, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 26-A (3), the Algoma-Terminal City Section of The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right to occupy and use the right of way is acquired.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

RECEIVED

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1941

26-A-3

Subject:

To: Mr. S. H. Probert
Office Engineer
O f f i c e

Dear Sir:

This is to advise you that we now have options on all of the right of way given us to acquire on the Algoma-Terminal City Section of The Dalles-California Highway.

I understand, however, that there is an agreement yet to be executed with Southern Pacific Company.

Yours very truly,

J. W. DeSouza a.w.

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock
Mr. H. G. Smith

FAS 73-A-1 Banzer Bridge-Mist Sec., 1941
Nehalem Secon. Hwy.
#2504

RECEIVED
OCT 28 1946
FOR FILING

Files

OREGON STATE HIGHWAY COMMISSION

FAS 73-A-1

INTER-DEPARTMENT CORRESPONDENCE

Oct. 25, 1946

SUBJECT: Request for release of warrants on final estimates.

To: Mr. H. E. Glaisyer
O-f-f-i-c-e

	Voucher #	Contract #	Estimate #	Name	Amount	Warrant #	Note
1.	14713	2504	14 Final	Porter W. Yett	3,054.62	297260	ok gl
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Mr. Glaisyer:

Your notice of acceptance is in our files for this contract.

asw

NOTED ON CARD
10-26-46 gl

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

RECEIVED
OCT 8 1946
FOR FILING

FAS-73-A-1

October 8, 1946

Continental Casualty Co.,
Tate, Westenfelder & Berg, Inc., Agent
Wilcox Bldg.
Portland 4, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2504 for work on the Banzer Bridge-Mist Section of the Nehalem Secondary Highway, in Columbia County, has been completed by the contractor, Porter W. Ivett, and that final payment in the amount of $3054.62 will be made on or after October 18, 1946.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $97,526.56, of which amount $152.85 represents the amount of force account items. This contract was completed on July 21, 1946 and accepted by the Commission on September 25, 1946.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

H. B. Glaisyer
Secretary

gl

NOTED ON CARD
10-8-46, gl

RECEIVED
OCT 8 1946
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
~~DISTRICT ONE~~
Division 8

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

FAS-73-A(1)

October 4, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Project No. FAS-73-A(1), Banzor Bridge - Mist Section of Nehalem Highway, was made by a representative of this office on August 15, 1946

Prompt submission of the final voucher will be appreciated.

Very truly yours,
T. H. DAVIS
~~W. H. LINCK~~
District Engineer

~~By~~

~~L. C. Canfield~~
~~Supt. Highway Engineer~~

RECEIVED
OCT 5 1946
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 8 1946
FOR FILING

73-A-1

October 3, 1946

Mr. P. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Enclosed herewith are five copies of materials report, Form PR-47-A, as prepared by the engineer on Contract No. 5504, Sumner Bridge-West Section in Columbia County, Project No. FAS 73-A (1).

Very truly yours,

R. H. Baldock
State Highway Engineer

HHP:HH

Encl.

RECEIVED
OCT 1 1946
FOR FILING

Division 8

FAS-73-A-1

October 1, 1946.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

On August 21, 1946 we transmitted copies of General Administrative Memorandum No. 279, Supplement No. 1, dated August 14, 1946 covering instructions for the preparation of Revised Form PR 47-A, a copy of which was attached.

This revised form is the statement of materials and employment entering into each project and we are required to submit the completed form, PR 47-A, with each final inspection report. The prompt submission of these forms upon final inspection is very important for statistical purposes and your cooperation in their prompt receipt would be greatly appreciated, as mentioned in our letter of July 5, 1946 and previous correspondence.

Final inspection for FAS 73-A(1), Wahalom Highway was made on August 15, 1946 and the final report for this project is still held in this office awaiting receipt of the Form PR-47-A. May we request that the importance of promptly obtaining this information from the contractors and its forwarding be again brought to the attention of the Resident Engineers on Federal-aid and Federal-aid Secondary projects.

Since we are required to transmit a copy of the Form PR-47-A to the Bureau of Labor Statistics, it is requested, for future submissions, we be furnished with five copies instead of four.

Very truly yours,

T. M. DAVIS
District Engineer.

RECEIVED
OCT 1 1946
FOR FILING

EAS-73-A-1

October 1, 1946

Continental Casualty Co.,
Tate, Westenfelder & Berg,Inc., Agents
Wilcox Building
Portland 4, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2504, covering grading and surfacing on the Banzer Bridge-West Section of the Nehalem Secondary Highway, in Columbia County. This payment, in the amount of $14,582.08, will be made on or after October 10, 1946. The retained percentage is $2,921.81.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED
10-1-46, gl

RECEIVED
OCT 1 1946
FOR FILING

FAS-73-A-1

October 1, 1946

Mr Porter W. Yett
6500 N.E. Ainsworth St.
Portland 15, Oregon

Dear Sir:

The State Highway Commission at its meeting on September 25, 1946 granted you the extension of time requested, from October 30, 1945 to July 21, 1946, without penalty, in connection with contract No. 2504 for surfacing and grading on the Banzer Bridge-Mist Section of the Nehalem Secondary Highway, in Columbia County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: F. D. Lucas

RECEIVED
SEP 9 1946
FOR FILING

F.12.

FAS 73-A-1

Salem, Oregon
September 6, 1946

Mr. L. D. Mars
Resident Highway Engineer
Astoria, Oregon

Dear Sir:

We are returning herewith all copies of Price Agreement No. 5 covering purchase of excess asphalt on the Banzer Bridge-Mist Section of the Nehalem Secondary Highway in Columbia County, Contract No. 2504, for adjustment or supporting data on the price of the 150-200 asphalt.

Our information shows that the price on this asphalt at Vernonia, in barrels, should be computed:

150-200 Asphalt, per ton	$ 5.90
Freight	11.60
Heat and barrel	2.00
Total	$19.50 per ton

The price of $19.50 per ton is the allowable price on this asphalt unless there are other charges (not including transportation tax) which were paid by the contractor. Please submit invoices or bills supporting the price of this asphalt if it should be more than $19.50 per ton.

The price on the RC-3 asphalt is O. K.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by D. B. Parkes/GS

Encl.

cc to F. D. Mason

RECEIVED
AUG 12 1946
FOR FILING

FAS 73-A-1

August 9, 1946

Mr. W. E. Lyman
Division Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Porter W. Yett on his contract No. 2504, Banner Bridge-Mist Section of the Nehalem Highway, FAS 73-A (1). The specified date of completion was August 31, 1942, and you have previously approved an extension of time to October 30, 1945. Due to the lateness of the completion of the surfacing on this project, it was deemed necessary by the State that the oiling be deferred until this year. We are, therefore, requesting an extension of time until July 21, 1946 (date on which this project was completed), and recommend that the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc E. A. Pease

Form E-1—SM—6-43

13-A-1

F-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 20, 1946, 19

Section Benser Bridge*-Mist — Kind of work Grading & Paving

Highway Nehalem — Section prefix 105-1015

Contractor Porter W. Yett — Contract number 2504

Date of contract August 14, 1941, 19 — Date of completion August 31, 1942, 19

Date work started October 9, 1941, 19 — Estimated date of completion July 21, 1946, 19

Amount of contract . . . . . $108,120.00 — Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $112,444.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $, 7800 % — Date project was completed July 21, 1946, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the final seal on Thursday and placed shoulder rock and did general clean up on Friday. He will continue to blade and roll through Sunday.

The Quantities used are as follows:

Asphalt	189.25 Tons	1150 gals barreled for Maintenance Dept.
¾ 1½-3/4	1795.87 "	
3/4- 1/2	387.64 "	Plus 20 C. Y. from Stock pile
1/2-1/4	57585 "	" 207.65 " " "
1/4- 0	124.68 "	" 92.16 " " "
Shoulder Rock	151.16 "	

The road bed was in excellent shape for oiling and a very good job was obtained. Mr Eason was over the job on Thursday.

NOTED
H. W. LIBBY

NOTED
RAY WEBBER

JUL 2 1946

Signed L Willard

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 8 tons							
Men and trucks over 8 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheep-foot rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUL 8 1946
FOR FILING

FAS 73-A-1

July 1, 1946

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

This is to advise you that the Engineer's field records covering items 1 to 10, inclusive, 12 to 17 inclusive, 20 to 25 inclusive, and Price Agreements Nos. 1,2,3 and 4, on Estimate No. 12, Contract No. 2504, Banzer Bridge-Mist Section of the Nehalem Secondary Highway in Columbia County, have been checked and may be considered as final.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to F. D. Eason
L. D. Mars

RECEIVED
JUL 8 - 1946
FOR FILING

FHS 13-17-1

July 1, 1946

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

This is to advise you that the Engineer's field records covering items 1 to 10, inclusive, 12 to 17, inclusive, 20 to 23, inclusive, and Price Agreements Nos. 1, 2, 3 and 4, on Estimate No. 12, Contract No. 2504, Banzer Bridge-West Section of the Nehalem Secondary Highway in Columbia County, have been checked and may be considered as final.

Very truly yours,

R. H. Baldock
State Highway Engineer

DMP:OS

cc to F. D. Mason
L. D. Mars

RECEIVED
SEP 10 1945
FOR FILING

FAS 73-A-1

September 7th, 1945

Porter H. Kost
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

Your letter of September 5th, addressed to Mr. F. B. Snow, regarding the Sumner Bridge-Hart Section, Contract No. 2014, which provides for the deferment of the oiling until next year and the transfer of the cost of oil to the Highway Department, meets with my approval.

The state law provides that retained percentage cannot be below three percent, which would amount to approximately $3,500.00. It will, therefore, be necessary for us to retain this amount instead of the $2,000.00 which you request.

Very truly yours,

R. H. Baldock
State Highway Engineer

H

cc to: H. G. Smith

FORM E-20 25M 4-45

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 6, 1945

SUBJECT:

RECEIVED
SEP 6 1945
OFFICE OF
CONSTRUCTION ENGINEER

To:

Mr. H. G. Smith,
Construction Engineer.

Dear Sir:

Herewith a copy of a letter from Mr. Porter Yett verifying an arrangement which we had made with him regarding the postponement of the planned oiling on the Mist Project and the taking over of two cars of asphalt which he had already shipped to that job.

The cars are being transferred to Independence, Oregon, to be used by a State oiling crew on the Monmouth Secondary Highway. The asphalt is the same grade of asphalt which we expected to use on that job, was shipped from the same field and the cost of the asphalt is the same as the State contract price.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
Encl:1

COPY

September 5, 1945

RECEIVED
SEP 6 1945
ENGINEER

Oregon State Highway Department
Salem, Oregon

ATT: Mr. F. D. Eason
RE: Banzer Bridge - Mist Section #2504

Dear Mr. Eason:

In regard to the completion of our contract #2504, we wish to confirm our verbal understanding through our telephone conversation with you of August 30/45, and the writers verbal conversation with Mr. H. G. Smith.

It is our understanding that the project will be completed in every respect except the application of the mineral aggregates and the Asphalt. All construction work necessary for completion, except the mineral aggregates and Asphalt, is now under construction and will be completed at the earliest possible date. Then, and until such time as conditions will permit the application of the mineral aggregates and the Asphalt, the State Highway Department agrees to maintain the road in such a condition that it be only necessary for us to apply the mineral aggregates and the Asphalt, and we will not be required to perform any other work or return any other type of equipment to the project for its completion.

The matter of retained percentage, held until completion of the job, was not discussed, but we are agreeable to any reasonable sum. If it sounds reasonable to you, we will agree on a retainage of $2,000.00.

In connection with the change of plan for the completion of the project, we had two car loads of 150-200 penetration Asphalt in transit (viz. - Cars #NATX 9085 and #CDLX 1078 - shipped from Bell Oil Refinery Co., Santa Maria, Calif., August 28 and 29/45) and under your direction we have this day ordered these two cars reconsigned to the Oregon State Highway Department, Independence, Oregon.

Reconsignment information has been forwarded to the Southern Pacific Company and to the Bell Oil Refinery Co., Santa Maria, California. Mr. C. M. Burrows, representative of the Bell Oil Refinery Co., has advised us that they will bill your Department direct for the Asphalt. These cars are consigned to the consignee collect, therefore the freight and diversion charges of the Southern Pacific Company will be assumed by you direct.

May we have your acknowledgement of the above stated understanding.

Very truly yours,

PORTER W. YETT

BY Porter W. Yett

PWY/b

RECEIVED
SEP 6 1945
FOR FILING

FAS 73-A-1

September 1, 1945

Mr. T. H. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Herewith for your consideration and approval is Price Agreement No. 2 covering salvaging of surfacing material from existing roadbed and placing it on the new roadbed on the Banner Bridge-Mist Section of the Nehalem Secondary Highway, Project FAS 73-A (1).

Tentative approval of this work was obtained in the field from Mr. Stoddard of your office on August 24, 1945.

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by D. B. Parkes/GS

Encl.

FAS-73 -1
A-1

PORTER W. YETT
Contractor
6500 N. E. Ainsworth St. Phone GArfield 4356 Portland 13, Oregon

RECEIVED MAR 16 1945 COPY

March 7, 1945

Oregon State Highway Commission
Salem, Oregon

Att: Mr. R. H. Baldock,
State Highway Engineer

Dear Sir:

Referring to your letter of March 5, 1945, pertaining to the culvert near Mist on the Banzer Bridge-Mist Section of the Nehalem Highway.

With reference to the delays on the work at the culvert, we wish to advise that the writer discussed the matter with Mr. Eason, Division Engineer, at the time work was discontinued and made arrangements with Mr. Eason, the Bridge Engineer, our Superintendent, Mr. Cressler to inspect the conditions as to safety, traffic, etc. We were advised that all necessary precaution was taken to safeguard the traffic and that work would again proceed as soon as was reasonably possible.

The writer informed Mr. Eason that conditions were such that our men just simply would not work. Further, the shovel which we had on the job was in need of repairs and we believed it best to discontinue the work and have the equipment repaired at the same time. Unfortunately it developed, after going into the trouble with the shovel, that some of the repair parts were back-ordered and arrived in our shop only day before yesterday. As soon as we can get the equipment ready for operation, we will again start the work. Barring extreme weather conditions, we will have the culvert ready for use at an early date.

With reference to the Bridge Department opinion that the work could have proceeded without difficulty, I will say, it is only their opinion, and could easily have been made after the trouble developed. To have made such a decision when starting might have been a different story.

For your information I will state just what happened. The culvert was designed to replace and extend the present corrugated iron culvert already in place. We requested that the location of the new culvert be shifted immediately west of the old culvert, which presented no extraordinary difficulty, in fact, made a better alignment than the present culvert pipe. We then proceeded to build the bridge to carry the traffic and started excavating at the downstream end of the culvert immediately adjacent to same, only to find that the culvert sections had been previously placed without rivets, collars, or any holding attachments of any kind. Of course, we did not discover this until the old pipe collapsed, causing a considerable cave-in and leaving the bridge approach without foundation. In fact, we lost the whole works. We then immediately placed new bents at the end of the bridge and extended the length of the same twenty feet. This made a bridge structure just twice as long as would ordinarily have been necessary to carry the traffic.

All this work was performed during flood stage of the creek and in pouring-down rain. In addition, this work doubled the cost of the structure. However, we are not complaining about the cost or apologizing for the method which we used. I will grant that it is easy enough now, after knowing the original culvert would not hold, to say that it should have been attempted in some other way. Sam, the $64.00 question is to guess right the first time.

This is to assure you that we will do our best to keep the traffic going with a minimum of interference.

Very truly yours,
(Sgd) PORTER W. YETT
Porter W. Yett

PWY/b

RECEIVED
MAR 7 - 1945
FOR FILING

FHS 73-A-1

March 5, 1945

Porter W. Yett
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

Reference is made to the culvert near Mist on the Banzer Bridge-Mist Section of the Nehalem Highway.

For the past six weeks no work has been done on this culvert in spite of definite orders from the Division Engineer that you proceed with the work, since he regarded it as unreasonable that work be suspended while the road was in a dangerous condition due to one-way traffic. The Bridge Department has inspected the job and reports that no unusual difficulties would have been experienced in completing the job if proper cofferdam construction had been installed at the beginning. We now have at hand a protest from the Portland office of the Public Roads Administration.

I wish to impress upon you that work such as this, once started, must be carried to completion, and that the progress and direction of the work is at all times under the supervision of the Division Engineer. Unauthorized shutdowns such as this endanger traffic and will be considered a violation of the contract. Please give this matter your immediate attention and advise me of your proposed action.

Very truly yours,

R. H. Baldock
State Highway Engineer

RHB:MI
cc Mr. W. H. Lynch
Mr. H. O. Smith

RECEIVED
MAR 7 - 1945
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FAS 73 - A-1

POST OFFICE BUILDING
PORTLAND 8, OREG.

March 2, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to Oregon FAS 73-A(1), the Banzer Bridge-Mist Section of the Nehalem Highway.

In April, 1944 the contractor, Porter W. Yett, indicated his desire to resume work on this project, and after considerable correspondence this project was cleared by the Area Production Urgency Committee on May 27, 1944.

The contractor resumed work about December 1, 1944, and an inspection made December 12, 1944, noted work had started on a cofferdam to enclose the excavation for the box culvert at Station 830, but that activity had ceased. By the middle of January, 1945 the contractor had erected a one-way bridge over this excavation, but this bridge is very dangerous to traffic due to narrow width and abrupt approaches.

For the past six weeks apparently no attempt has been made to complete this culvert and fill. We understand Mr. Eason contacted the contractor at that time and ordered him to continue the work but without any apparent results.

It is requested that the contractor be again ordered to complete this culvert and fill as the present condition of the work presents a serious hazard to traffic.

Very truly yours,

W. H. LYNCH
Division Engineer

Copy sent to H. G. Smith

RECEIVED
MAR 5 - 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 21 1944
FOR FILING

7AS-73-A-1

December 21, 1944

Mr. Porter W. Yett
6580 N. E. Ainsworth Street
Portland 13, Oregon

Dear Mr. Yett:

The State Highway Commission, at its meeting on December 19, 1944, granted you the extension of time requested from June, 1943, to October 30, 1945 without penalty in connection with Contract No. 2504 for work on the Banzer Bridge-Mist Section of the Nehalem Highway in Columbia County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

By
Secretary

PWP
CC to: Mr. Lasco

NOTED ON CARD
12/27

RECEIVED
DEC 5 - 1944
FOR FILING

FAS 73-A-1

December 4th, 1944

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time to Porter E. Yett on his Contract No. 2504, Benson Bridge-Hint Section of the Nehalem Highway, FAS 73-A(1). The specified date of completion was August 31st, 1942, and the extension is requested until October 30th, 1945.

The resumption of the work on this contract has been approved, and the extension of time is necessary to legalize the bond for the contract, to which the surety has consented.

I recommend the extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

H

cc to: H. G. Smith

RECEIVED
NOV 4 - 1944
FOR FILING

FAS 73-A-1

Cont. 2504

November 3, 1944

Mr. Porter W. Pott
6500 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

This is to advise that the situation with reference to the resumption of work under your contract, for grading and surfacing work on the Bonzer Bridge-West Section, is still the same as stated in our letter dated May 31, 1944. Therefore, if you are willing to now resume work, subject to the restrictions stated in that letter, you have our permission to do so.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to H. G. Smith
F. D. Mason

SHP:ER

RECEIVED
OCT 27 1944
FOR FILING

7A S 73-A-1

October 25, 1944.

Mr. Porter W. Yett,
6500 N.E. Ainsworth,
Portland 13, Oregon.

Dear Sir:

The State Highway Commission has ordered that in all cases where a contract cannot be completed within the time limit set up, the contractor shall make a request accompanied by agreement of surety, for an extension of time to cover the anticipated overrun, prior to expiration date in contract.

Your contract #2504, Banner Bridge-Flat Section, lies within this qualification. Will you kindly submit a request for an extension of time, accompanied by surety's consent, to this office at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

CC to
F. D. Mason
H. G. Smith

RECEIVED
JUN
FOR

73-A-1

May 2 , 1944

Mr. J. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to letter of May 25 addressed to you, from Mr. Paul Hirsh, Chairman, Area Production Urgency Committee, relative to resubmission of OA-862 covering the remaining work on Oregon PAS 75-A(1) Wanser Bridge - West section of the Ohanlem Highway.

The resubmission of the OA-862 was made by this office and we are today in receipt of the approval as of May 27, 1944. A copy of this approval is herewith enclosed. Attention is called to the stipulations under item No. 9.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

Encl
original sent to Mr. Baldock

RECEIVED
MAY 31 1944
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK

May 26, 1944

Mr. Paul Kirpal, Chairman
Area Production Urgency Committee
War Production Board
Dekoll Building
Portland, 4, Oregon

Dear Sir:

Pursuant to instructions contained in your letter of May 25, 1944 to the Oregon State Highway Commission, we enclose herewith Form OA-662, in quadruplicate, covering application for authority to complete the construction of the Hanser Bridge to Hist Section of the Mohalem State Secondary Highway designated as Project No. FAS 73-A(1).

Favorable action by your committee in the case of this construction was recommended in our letter of April 29 covering original submission of Form OA-662.

Very truly yours,

W. H. LYNCH
District Engineer

By
L. J. Canfield
Senior Highway Engineer

Enclo.

RECEIVED
MAY 27 1944
OREGON
STATE HIGHWAY COMMISSION

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

WAR PRODUCTION BOARD

802 Bedell Building
Portland, 4, Oregon

IN REPLY REFER TO:

May 25, 1944

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock
State Highway Engineer

Gentlemen:

The Area Production Urgency Committee reconsidered application for completion of construction on Oregon Highway Project No. FAS 73-A(1) for approximately three miles of regrading and surfacing on the Nehalem Secondary State Highway between Birkenfield and Mist, Oregon.

Weight was given to your statements that contract complications were involved and while the Committee deemed that the job itself could well await a more feasible period, we reversed our action and gave approval subject to the labor clause which appeared on several recent approvals; also, with the stipulation that all labor be hired through the office of the United States Employment Service.

It will be necessary for you to prepare another GA-862 and submit it to us in quadruplicate. We will affix our formal approval as soon as submitted, but respectfully request that the labor clause be included in your letter of notification to the contractor, and that he be cautioned in regard to the stipulation set forth.

As a matter of record, we would like to know if the State is involved in any other similar situations, or if this was an isolated instance.

Very truly yours,

Paul Hirsh

Paul Hirsh
Chairman, APUC

cc: Mr. W. H. Lynch

RECEIVED
MAY 26 1944
STATE HIGHWAY COMMISSION

(Copy made for Mr. Probert)

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

May 5, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 8, 1944, and subsequent correspondence relative to reopening construction on Oregon FAS 73-A(1), the Banzer Bridge-Mist project.

We are today in receipt of advice from the Area Production Urgency Committee that this project is "Recommended for disapproval due to non-justification for war needs." Their letter of transmittal states:

> "It was felt by the APUC that this completion job might well be deferred until a more favorable date. Increasing apprehension is being expressed in connection with the critical manpower situation, and the committee is taking the position that we should conserve manpower at this time to assure an available supply for the completion of the definitely defined war projects."

Very truly yours,

W. H. LYNCH
District Engineer

By: L. Caufield
L. J. Caufield
Senior Highway Engineer

RECEIVED
MAY 6 1944
OREGON
STATE HIGHWAY COMMISSION

Copy sent to Mr. Probst.

April 28, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

In reply to your inquiry by telephone, we provide the following information relating to the Banzer Bridge-Mist Project:

1. Labor required to complete project - 19,000 man-hours.

2. Estimated cost of work remaining to be done - $65,000.

We are sending herewith, also, a statement of the facts which, in our opinion, justify completion of the project at this time.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FACTS JUSTIFYING COMPLETION OF BANZER BRIDGE-MIST PROJECT AT THIS TIME

1. The purpose of this project is to provide modest improvement for a narrow, crooked and otherwise inadequate portion of the State Secondary Highway extending from Forest Grove to Astoria.

2. The section to be improved is the only portion of this 90-mile secondary highway that is not already paved or oiled.

3. The highway and section involved serve the timber and agricultural areas in the interiors of Clatsop and Columbia Counties. They serve also local and through traffic between Clatskanie and points west of Mist and between Vernonia and Astoria.

4. In cases of slides or other damage to bridges or roadway on the Columbia River Highway, and in cases of military emergency, the highway and section serves as a very necessary alternate route for traffic normally using the Columbia River Highway between Clatskanie and Astoria.

5. Work on the project was started in 1941 and was discontinued in 1942, in order that the contractor might utilize his forces and equipment in the construction of shipyards and in other work more essential to the war industry. That work is now completed, and the contractor's forces and equipment have no other work in which to engage. The contractor should be permitted to complete his contractual obligation.

6. Crushed rock and steel materials required for the work are produced and delivered at the site ready to be incorporated in the work. Their value is approximately $40,000.

7. The State has $45,000 invested in the project, which investment will remain idle and be of no use to users of the road until the remaining $65,000 of work is performed.

8. No materials of critical classification are required to complete the project.

9. The work can be performed without drawing labor from either agriculture or the lumbering industry.

10. Completion of the work will materially reduce the work of maintaining the road, thereby saving an estimated 5,000 man-hours of labor per year.

April 28, 1944.

April 8, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 7900
Portland (8), Oregon

Dear Sir:

This is to advise that the contractor on the Banzer Bridge-Kist Project, Project FAS 73-A (1), which project has been closed down for nearly two years, has indicated his intention to resume work.

The work was started on October 3, 1941, and was discontinued on May 27, 1942, with the work approximately 40 per cent complete. It has remained closed down since May 27, 1942, due to the fact that the contractor and his equipment and labor forces had become engaged in shipyard construction and work on other defense projects considered more essential to the war effort. Conditions in the construction industry have now eased to a point where the contractor feels that he can carry the work to completion without difficulty.

On January 20, 1943, you informed us that the project was included with several others in a list of projects which the PRA had agreed with the War Production Board could be deferred, and that formal revocation of the prior WPB approval of the project would be issued. However, no revocation order was received from the WPB, and no order or instruction revoking or deferring the project has come to us from any source. It appears, therefore, that there is no legal obstacle to procedure with the work.

In view of the situation as here described, and in view of the fact that both the contractor and ourselves feel that the work can now be prosecuted without interference with the war effort, we see no reason for objecting to resumption

of the work. Even if there were reason to object, there is question as to the Highway Commission possessing any authority legally to prevent the resumption. Accordingly, unless objection is received from you, we propose to consent to resumption of the work.

Prosecution with the work at this time will assist in holding together a construction organization which will be much needed when the postwar program opens up, and in that respect, as well as others, will be advantageous to both the State and the Federal Government.

Please let us have your comments and advice.

Very truly yours,

State Highway Engineer

cc to H. G. Smith

SHP:ER

NOTED
State Highway Engineer

FACTS JUSTIFYING COMPLETION OF BANZER BRIDGE-MIST PROJECT AT THIS TIME

1. The purpose of this project is to provide modest improvement for a narrow, crooked and otherwise inadequate portion of the State Secondary Highway extending from Forest Grove to Astoria.

2. The section to be improved is the only portion of this 90-mile secondary highway that is not already paved or oiled.

3. The highway and section involved serve the timber and agricultural areas in the interiors of Clatsop and Columbia Counties. They serve also local and through traffic between Clatskanie and points west of Mist and between Vernonia and Astoria.

4. In cases of slides or other damage to bridges or roadway on the Columbia River Highway, and in cases of military emergency, the highway and section serves as a very necessary alternate route for traffic normally using the Columbia River Highway between Clatskanie and Astoria.

5. Work on the project was started in 1941 and was discontinued in 1942, in order that the contractor might utilize his forces and equipment in the construction of shipyards and in other work more essential to the war industry. That work is now completed, and the contractor's forces and equipment have no other work in which to engage. The contractor should be permitted to complete his contractual obligation.

6. Crushed rock and steel materials required for the work are produced and delivered at the site ready to be incorporated in the work. Their value is approximately $40,000.

7. The State has $45,000 invested in the project, which investment will remain idle and be of no use to users of the road until the remaining $65,000 of work is performed.

8. No materials of critical classification are required to complete the project.

9. The work can be performed without drawing labor from either agriculture or the lumbering industry.

10. Completion of the work will materially reduce the work of maintaining the road, thereby saving an estimated 5,000 man-hours of labor per year.

April 28, 1944.

RECEIVED
JUN 1944
FOR FILING

FAS-7-4-1

May 31, 1944

Mr. Porter W. Yett
6900 N. E. Ainsworth St.
Portland 13, Oregon

Dear Sir:

We are advised by the Area Production Urgency Committee that that Committee has reversed its first action in connection with the Banner Bridge-Mist Project, and that it now gives its approval of the proposed resumption of work on the project subject to the following restrictions in regard to the procurement of labor:

In supplying the labor needs of this project, no labor will be taken from the local or statewide lumbering industry, agriculture, construction or production projects which have a higher priority rating.

That all hiring by contractors on this project shall be done through the local United States Employment Service offices in order that proper controls can be set up to insure that no workers will be recruited from lumbering, agriculture, or other construction or production jobs which have a higher priority rating.

In view of this action of the Urgency Committee, and of the prior action of the FPA, which approved resumption of the work provided it were also approved by the Urgency Committee, we see no reason for further postponement of the work. Therefore, if you are willing to go ahead with the work, subject to the above-stated restrictions on the procurement of labor, you have our permission to do so.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc to H. G. Smith
F. D. Eaton

M

MONTANA
OREGON
WASHINGTON

RECEIVED
MAY 31 1944
FOR FILING

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND 8, OREGON

May 29, 1944

FAS 73-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to letter of May 25 addressed to you, from Mr. Paul Hirsh, Chairman, Area Production Urgency Committee, relative to resubmission of GA-862 covering the remaining work on Oregon FAS 73-A(1), Banzer Bridge,-Mist Section of the Nehalem Highway.

The resubmission of the GA-862 was made by this office and we are today in receipt of the approval as of May 27, 1944. A copy of this approval is herewith enclosed. Attention is called to the stipulations under item No. 9.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

STATE HIGHWAY ENGINEER
NOTED

RECEIVED
MAY 31 1944
STATE HIGHWAY COMMISSION

Copy of letter sent to Probst

COPY

FORM GA-862
(10-5-43)

UNITED STATES OF AMERICA
WAR PRODUCTION BOARD

SUMMARY OF APPLICATION FOR PROPOSED CONSTRUCTION PROJECT IN CRITICAL LABOR AREA

INSTRUCTIONS—Submitting agency will complete in *four (4) copies* and forward to the appropriate Area Production Urgency Committee. Chairman of Committee will enter determination of Committee, sign and date determination and distribute copies as follows: Original to submitting agency for case file; *one (1) copy* to Deputy Vice Chairman for Area Production Urgency Committees, WPB, Washington, D.C.; *one (1) copy* to appropriate WPB field office; *one (1) copy* will be retained by the Area Production Urgency Committee. In urgent cases, submitting agency may telegraph information stating block numbers on form and giving required information. Completed forms verifying telegraphic submission must be transmitted to the Committee.

1. NAME AND ADDRESS OF APPLICANT (*Street, City, State*)
Oregon State Highway Commission
Salem, Oregon

2. NAME OF SUBMITTING AGENCY
Public Roads Administration
District No. 1

3. NAME AND ADDRESS OF SUBMITTING AGENCY OFFICIAL HAVING JURISDICTION OVER CONTRACT
W. H. Lynch
District Engineer
Public Roads Administration
P.O. Box 3900, Portland,8,Oregon

4. DESCRIPTION AND LOCATION OF PROJECT
Completion of construction on Oregon Highway project No. FAS 73-A(1) involving 3.0 miles of regrading and placing of stockpiled rock base surfacing and construction of 3.13 miles of bituminous macadam surfacing. Project is located on the Nehalem Secondary State Highway, beginning 1.9 miles east of the postoffice at Birkenfield and extending to the town of Mist in northwestern Columbia County. Estimated cost of remaining construction is $65,000.

5. PRODUCT TO BE MANUFACTURED
Not applicable.

6. MANPOWER REQUIRED FOR CONSTRUCTION
19,000 man-hours, See reverse sheet.

7. ADDITIONAL MANPOWER REQUIRED FOR OPERATION OF EXPANDED OR NEW FACILITIES
None.

8. ESSENTIALITY OF CONSTRUCTION IN CRITICAL LABOR AREA
Improvement will eliminate existing narrow, crooked section of highway and only unpaved portion of 90-mile Secondary Highway serving agricultural and timber areas in Clatsop and Columbia Counties, and main alternate route should slides or other damage cause closure of the Columbia River Highway. State has $40,000 investment in project and completion is considered essential to civilian health and safety and to necessary transportation of civilian goods.

RESERVED FOR USE OF AREA COMMITTEE

9. COMMITTEE ACTION AND JUSTIFICATION
Recommended for Approval, with the following stipulation:

In supplying the labor needs of this project, no labor will be taken from the local or statewide lumbering industry, agriculture, construction or production projects which have a higher priority rating.

That all hiring by contractors on this project shall be done through the local United States Employment Service officers in order that proper controls can be set up to insure that no workers will be recruited from lumbering, agriculture, or other construction or production jobs which have a higher priority rating. It will be necessary that this provision be incorporated in the terms of the contract.

It is noted that according to May 12th letter of State Highway Engineer that "Completion of the work will materially reduce the work of maintaining the road, thereby saving an estimated 5,000 man-hours of labor per year."

SIGNATURE /s/ Paul Hirsh
CHAIRMAN, AREA PRODUCTION URGENCY COMMITTEE

DATE May 27, 1944

OF Portland

(USE REVERSE SIDE IF NECESSARY)

FILED
FOR FILING

File 1-H-1

May 12, 1944

Area Production Urgency Committee
War Production Board
808 Bedell Building
Portland 4, Oregon

Gentlemen:

I am listing for your consideration certain reasons which appear to the undersigned to justify approval for the completion of the Beaver Bridge-Mist project on the Nehalem Highway (ORE202) in Columbia County:

1. The purpose of this project is to provide modest improvement for a narrow, crooked and otherwise inadequate portion of the state secondary highway extending from Forest Grove to Astoria.

2. The section to be improved is the only portion of this 90-mile secondary highway that is not already paved or oiled.

3. The highway and section involved serve the timber and agricultural areas in the interiors of Clatsop and Columbia Counties. They serve also local and through traffic between Clatskanie and points west of Mist and between Vernonia and Astoria.

4. In cases of slides or other damage to bridges or roadway on the Columbia River Highway, and in cases of military emergency, the highway and section serve as a very necessary alternate route for traffic normally using the Columbia River Highway between Clatskanie and Astoria.

5. Work on the project was started in 1941 and was discontinued in 1942, in order that the contractor might utilize his forces and equipment in the construction of shipyards and in other work more essential to the war industry. That work is now completed, and the contractor's forces and equipment have no other work in which to engage. The contractor should be permitted to complete his contractual obligation.

6. Crushed rock and steel materials required for the work are produced and delivered at the site ready to be incorporated in the work. Their value is approximately $40,000.

7. The State has $45,000 invested in the project, which investment will remain idle and be of no use to users of the road until the remaining $65,000 of work is performed.

8. No materials of critical classification are required to complete the project.

9. The work can be performed without drawing labor from either agriculture or the lumbering industry.

10. Completion of the work will materially reduce the work of maintaining the road, thereby saving an estimated 5,000 man-hours of labor per year.

11. The man-hours of labor required equal only 19,000.

It would seem to me, in summing up the situation, that, inasmuch as the job is now about 50% complete and the contractor wishes to complete it at this time, approval should be given. The Highway Commission cannot refuse to let the contractor start the work because, in so doing, it would breach the contract and the Commission would be liable for settlement on the partially completed job which is difficult to evaluate and which would result in unnecessary loss to both the contractor and the State.

As a result, if the Committee feels it necessary, in the light of all this information, to refuse permission for the starting of the work, it will be necessary for the Committee to notify the contractor directly.

You will note that the saving in man-hours of maintenance on the section will, in four years' time, equal the man-hours required to complete the project. In the main, the work will be done by machinery with only a few skilled employees, the major portion of whom are now in the contractor's organization.

I trust that we may have your approval to complete this job.

Very respectfully,

R. H. Baldock
State Highway Engineer

RHB:HI

ERRED TO
M. Clymer
By Chief Engineer

Give me the man-hours of labor required on this project.

About 19,000 man hours

E H-L.

RECEIVED
MAY 11 1944

ETION OF BANZER BRIDGE-MIST PROJECT AT THIS TIME

s of this project is to provide modest improvement d otherwise inadequate portion of the State Second- rom Forest Grove to Astoria.

n to be improved is the only portion of this 90-mile s not already paved or oiled.

y and section involved serve the timber and agri- teriors of Clatsop and Columbia Counties. They ough traffic between Clatskanie and points west of and Astoria.

f slides or other damage to bridges or roadway on the Columbia River Highway, and in cases of military emergency, the highway and section serves as a very necessary alternate route for traffic normally using the Columbia River Highway between Clatskanie and Astoria.

5. Work on the project was started in 1941 and was discontinued in 1942, in order that the contractor might utilize his forces and equipment in the construction of shipyards and in other work more essential to the war industry. That work is now completed, and the contractor's forces and equipment have no other work in which to engage. The contractor should be permitted to complete his contractual obligation.

6. Crushed rock and steel materials required for the work are produced and delivered at the site ready to be incorporated in the work. Their value is approximately $40,000.

7. The State has $45,000 invested in the project, which investment will remain idle and be of no use to users of the road until the remaining $65,000 of work is performed.

8. No materials of critical classification are required to complete the project.

9. The work can be performed without drawing labor from either agriculture or the lumbering industry.

10. Completion of the work will materially reduce the work of maintaining the road, thereby saving an estimated 5,000 man-hours of labor per year.

April 28, 1944.

TER 5:30 P M
Chief Engineer
Asst. Chief Engineer
Secretary
Office Engineer
Bridge Engineer
Maintenance Engineer
Engineer
6992
7749
7749
8474

FACTS JUSTIFYING COMPLETION OF BANZER BRIDGE-MIST PROJECT AT THIS TIME

1. The purpose of this project is to provide modest improvement for a narrow, crooked and otherwise inadequate portion of the State Secondary Highway extending from Forest Grove to Astoria.

2. The section to be improved is the only portion of this 90-mile secondary highway that is not already paved or oiled.

3. The highway and section involved serve the timber and agricultural areas in the interiors of Clatsop and Columbia Counties. They serve also local and through traffic between Clatskanie and points west of Mist and between Vernonia and Astoria.

4. In cases of slides or other damage to bridges or roadway on the Columbia River Highway, and in cases of military emergency, the highway and section serves as a very necessary alternate route for traffic normally using the Columbia River Highway between Clatskanie and Astoria.

5. Work on the project was started in 1941 and was discontinued in 1942, in order that the contractor might utilize his forces and equipment in the construction of shipyards and in other work more essential to the war industry. That work is now completed, and the contractor's forces and equipment have no other work in which to engage. The contractor should be permitted to complete his contractual obligation.

6. Crushed rock and steel materials required for the work are produced and delivered at the site ready to be incorporated in the work. Their value is approximately $40,000.

7. The State has $45,000 invested in the project, which investment will remain idle and be of no use to users of the road until the remaining $65,000 of work is performed.

8. No materials of critical classification are required to complete the project.

9. The work can be performed without drawing labor from either agriculture or the lumbering industry.

10. Completion of the work will materially reduce the work of maintaining the road, thereby saving an estimated 5,000 man-hours of labor per year.

April 28, 1944.

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MAY 13 1944
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I.C. 73-A-1

May 11, 1944

Mr. Paul Hirsh
Chairman, AFUC
War Production Board
502 Bedell Building
Portland 4, Oregon

Dear Mr. Hirsh:

I would appreciate the opportunity to appear before your board at the next regular meeting, with reference to the denial of the short stretch of improvement between Banzer Bridge and Mist on the Nehalem Secondary Highway.

Very truly yours,

R. H. Baldock
State Highway Engineer

REB:HI

FOR VICTORY BUY UNITED STATES WAR BONDS AND STAMPS

WAR PRODUCTION BOARD

802 Bedell Building
Portland, 4, Oregon

IN REPLY REFER TO:

May 9, 1944

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

On his return from Salem yesterday, Mr. Stoll advised that there were certain complications in connection with the disapproval of the APUC of the completion of the short stretch of highway between Mist and Birkenfeld, Oregon. If you would care to write us a letter setting forth the involvments of the Highway Commission in this project, we would be glad to reconsider it at our next formal meeting. The date of this meeting is not set yet, but in case you would care to attend in person, we would be glad to notify you of the date of our next meeting.

Very truly yours,

Paul Hirsh

Paul Hirsh
Chairman, APUC

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MAY 10 1944
STATE HIGHWAY COMMISSION

RECEIVED
APR 21 1944

FAS 73-A-1

April 19, 1944.

Mr. E. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Dear Sir:

Reference is made to your letter of April 14th, relative to priority assistance required for Oregon FAS 73-A(1), Bunker Bridge-Mist project.

This is to inform you that no priority assistance will be required for the completion of the project. The contractor has informed us that he has all required materials on hand with the exception of twenty feet of forty-eight inch and sixty-six feet of sixty inch corrugated metal pipe. It is our intention to substitute reinforced concrete pipe for the corrugated metal as present restrictions preclude the possibility of obtaining corrugated metal pipe at this time.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer.

CC to S. H. Probert
H. G. Smith

H

...NTANA
...REGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND 8, OREGON

PUBLIC ROADS ADMINISTRATION
FEDERAL WORKS AGENCY
DISTRICT ONE

April 14, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of April 8 relative to reopening of Oregon FAS 73-A(1), Banzer Bridge-Mist project.

Your letter gives no information as to whether priority assistance is necessary, and we should have a statement from you as to whether or not priority assistance will be required for completion of this project. Your early advice will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

CALL PORTER X
42
GA 4356

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APR 15 1944
OREGON
STATE HIGHWAY COMMISSION

FORM E-188X, 6M 7-43

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APR 13 1944

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

April 8, 1944

FAS 73-A-1

NOTED
State Highway Engineer

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 7000
Portland (8), Oregon

Dear Sir:

This is to advise that the contractor on the Banzer Bridge-Mist Project, Project FAS 73-A (1), which project has been closed down for nearly two years, has indicated his intention to resume work.

The work was started on October 5, 1941, and was discontinued on May 27, 1942, with the work approximately 40 per cent complete. It has remained closed down since May 27, 1942, due to the fact that the contractor and his equipment and labor forces had become engaged in shipyard construction and work on other defense projects considered more essential to the war effort. Conditions in the construction industry have now ceased to a point where the contractor feels that he can carry the work to completion without difficulty.

On January 20, 1943, you informed us that the project was included with several others in a list of projects which the PRA had agreed with the War Production Board could be deferred, and that formal revocation of the prior WPB approval of the project would be issued. However, no revocation order was received from the WPB, and no order or instruction revoking or deferring the project has come to us from any source. It appears, therefore, that there is no legal obstacle to procedure with the work.

In view of the situation as here described, and in view of the fact that both the contractor and ourselves feel that the work can now be prosecuted without interference with the war effort, we see no reason for objecting to resumption

of the work. Even if there were reason to object, there is question as to the Highway Commission possessing any authority legally to prevent the resumption. Accordingly, unless objection is received from you, we propose to consent to resumption of the work.

Procedure with the work at this time will consist in holding together a construction organization which will be much needed when the postwar program opens up, and in that respect, as well as others, will be advantageous to both the State and the Federal Government.

Please let us have your comments and advice.

Very truly yours,

State Highway Engineer

cc to R. G. Smith

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APR 13 1944
F

FAS 73-A-1

April 8, 1944

Mr. Porter W. Yost
6500 N. E. Ainsworth Street
Portland 13, Oregon

Dear Sir:

Apparently the Banser Bridge-Mist job, Contract No. 2504, can proceed since no critical material is needed and since it was not suspended by the War Production Board, as were many other jobs. However, since our permit from the War Production Board has automatically expired due to the lapse of time, it is necessary that we have definite written authority instead of an informal opinion from the Public Roads Administration; therefore, we are taking it up officially with the Public Roads Administration and will let you know as soon as we receive their reply. No work should be done until the project is cleared.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. H. G. Smith

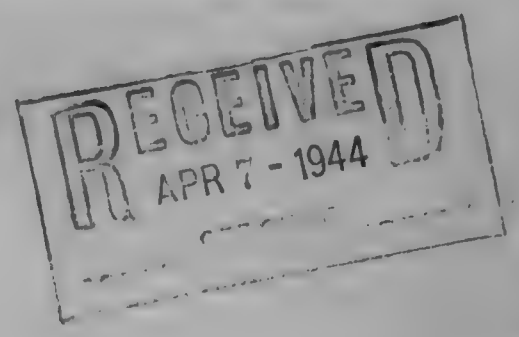
...T—ROCKY POINT, OREGON ...IPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT
Contractor

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GArfield 4356 PORTLAND 13, OREGON

April 5, 1944



Oregon State Highway Commission
Salem, Oregon

Attn: Mr. R. H. Baldock

Dear Sir:

In accordance with our understanding regarding the Banzer Bridge Mist Job, Contract #2504, we wish to advise that our critical war construction work, although not entirely completed, has slowed down to a point where we believe we can finish the construction of this project.

In all probability we will have a fairly early construction season; therefore we are prepared to make an immediate start on a lot of necessary preliminary work such as culvert channel changes, grading, etc. All the rock production materials for this project are completed and are in storage on the site of the work, and can be placed on the new grade as required in order to maintain reasonable traffic conditions. At one time Mr. H. G. Smith, Mr. Eason and myself had under consideration some changes in the grading plan of this job, and I believe this matter should be taken up immediately in order that we can properly plan our operations. We previously completed most all of the clearing and grubbing; however, time has elapsed, which naturally will make it necessary to go over the ground again and also make a complete restaking of the project.

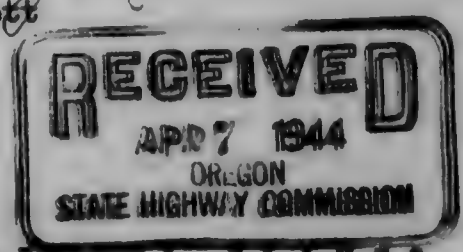
I personally looked the job over about ten days ago and note that a considerable amount of our stock pile rock has apparently been used for some other purpose. As to where and how much of this rock has been used we have no knowledge. Such being the case, a complete inventory of all the materials on hand should also be taken. The steel for the structures on the project we have in storage at Mist. The steel all being formed in accordance with the specifications for the structures.

Will you please advise us as soon as possible as to what action you desire us to take.

REFERRED TO
H G Smith
By Chief Engineer
Please prepare reply

Very truly yours,
Porter W. Yett
Porter W. Yett

PWY:ac



DESIGNERS OF CONCRETE STONE AND GRAVEL PLANTS

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

FAS 73-A-1

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COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
OCTOBER 30, 1942

W. H. LYNCH, DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
PORTLAND, OREGON

RE LETTER OF OCTOBER 26, PROJECT 303-B (1) REQUIRES ONLY ONE MONTH'S WORK TO COMPLETE AT COST OF $20,000. CONTRACTOR HAS BEEN GRANTED SEVERAL EXTENSIONS OF TIME SO AS NOT TO INTERFERE WITH HIS ARMY CONTRACTS. SUGGEST DEPARTMENT BE ALLOWED TO FINISH THIS JOB AT SUCH TIME AS CONTRACTOR HAS EQUIPMENT AVAILABLE. BELIEVE IT PRACTICAL FOR CONTRACTOR TO USE THIS AS A FILL*IN JOB AND COMPLETE IT NEXT SUMMER WITHOUT INTERFERENCE WITH WAR EFFORT. THIS WILL AVOID COMPLICATED SETTLEMENT. FAS 73-A (1) WAS ALSO SUSPENDED FOR PRESENT SEASON TO ENABLE CONTRACTOR TO CONCENTRATE ON ACCESS ROADS. HE CAN USE THIS PROJECT AS FILL*IN DURING COMING SUMMER AND COMPLETE IT WITHOUT INTERFERENCE WITH WAR EFFORT. HE HAS ROCK CRUSHED AND STOCKPILED FOR SURFACING SO THAT FEW REPAIR PARTS REQUIRED. NUMBER OF LOGGING TRUCKS ON THIS ROAD DAILY. SUGGEST TIME BE EXTENDED ON THIS PROJECT UNTIL NEXT YEAR AND COMPLETE WHEN CONTRACTOR HAS EQUIPMENT NOT ENGAGED IN WAR CONTRACTS.

R. H. BALDOCK

Very truly yours,

W. H. LYNCH
District Engineer

J. N. Probst:
The original of this was sent to
J. N. Baldock.

October 26, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to previous correspondence concerning the possibility of deferring any projects now under construction because of the shortage of critical materials, manpower and equipment.

We have been asked to determine if your department would have any objection to deferring construction of Federal Aid Projects 303-B (1), Barbur Blvd.-Boones Ferry Road Section of the West Portland-Hubbard Highway, and FAS 73-A (1), Banser Bridge-Mist Section of the Nehalem Highway.

Very truly yours,

W. H. LYNCH
District Engineer

13

J. N. Probert:
The original of this went to J. N. Baldock:

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FOR FILING

FAS 73-A-1

September 29, 1942

Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

This is your authority to suspend grading and surfacing work on the Banner Bridge-Mist Section of the Nehalem Highway, Contract No. 2504, Oregon FAS 73-A (1), until June 1943. The culvert work, particularly the concrete box culverts, should be constructed prior to that time so that there will be no delay in the completion of the work when it is started.

This order is made necessary by your inability to complete the work during 1942 due to the large amount of access road and shipyard pavement construction which you had under way.

Please sign the attached copy of this letter and obtain the consent of your surety to the extension of time made necessary by the delay.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. W. M. Lynch
Mr. H. G. Smith

APPROVED _____
Porter W. Yett

We hereby consent to the above extension of time. This in no manner waives or alters the terms and conditions of our bond thereon.

CONTINENTAL CASUALTY COMPANY

By _____

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Stencil No. 121

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 73-A-1

July 1, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 73-A (1)
Banzer Bridge-Mist Section
Nehalem Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

WAYpw 15 350

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 73-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of April, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 685, 74th Congress),

Whereas the Highway Department of said State submitted on the 16th day of July, 1941, a project statement, which was approved on the 13th day of August, 1941, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 30th day of July 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy thousand, one hundred forty and 00/100

dollars ($ 70,140.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1929; Chap. 329, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 661+54 in the S.W. ¼ Sec. 9, T. 6 N., R. 5 W., W.M., and survey station 835+75 in the N.W. ¼ Sec. 24, T. 6 N., R. 5 W., W.M. (excepting therefrom those portions between survey station 700+00 and 710+00; 795+75.5 and 797+55.5; and 801+90.2 and 806+00.2)

, length 2.961 miles, in Columbia County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 73, consisting of 2.961 miles of roadway and no bridges, [redacted] of more than 20 feet clear span, [redacted]

16—11379 GPO

RECEIVED JUN 27 1942

RECEIVED JUL 1 - 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of seventy thousand, one hundred forty and no/100 dollars ($ 70,140.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fourteen thousand, nine hundred seventy-six and 10/100 dollars ($ 114,976.10), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
JUN 27 1942

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JUN - 1 1942, 19__

[redacted] STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
[redacted], State Highway Commission
(Title of officer)

By Thos. M. Cheek
[redacted], State Highway Commission
(Title of officer)

By _____
[redacted], State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. C. O'Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11879

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Secondary Project No. FAS 72-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $114,976.10 as the total estimated cost of said project, and the sum of $70,110.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and JUN - 1 1942

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10180

FAS 73-A-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
APR 23 1942
FOR FILING

April 21, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon Federal Aid Secondary Project No. FAS 73-A (1), Banzer Bridge-Mist Section of the Nehalem Highway. Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Approval is subject to the condition that reflector buttons and reflectorized signs will be placed to warn traffic of the narrow bridge to remain in place at Station 705.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

Copy sent to Eason
Sept

RECEIVED
MAR 30 1942
FOR FILING

March 30, 1942

Mr. Porter V. Todd
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

I am glad to note in your letter of March 26 that you will proceed with the installation of drainage pipes, culverts, burning, etc., as fast as weather conditions permit on the Banner Bridge-Mist Section, Contract No. 2504, so that the grading can proceed as soon as the weather is suitable.

You may disregard our request that you furnish 900 cubic yards of additional stock-piled oil rock in addition to your contract since you are unprepared to furnish this size of rock and find it will materially delay your operations on other jobs. Had we realized this, I am sure we would not have requested the additional material.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. H. G. Smith

...T—ROCKY POINT, OREGO...

SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GArfield 4356 PORTLAND, OREGON

March 26, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. R. H. Baldock

Gentlemen:

Replying to your letter of March 21, 1942, relating to construction procedure on the Banzer Bridge-Mist Contract No. 2504, in which you state that the superintendent on the job had advised the resident engineer that upon completion of the crushing operations no more work would be performed on the project until the first of August--I am not aware of any such schedule of operations.

In my conversation before the Commission last week, I explained in detail not only the plan of operation for the Banzer Bridge-Mist job but also the Sylvan and Shaniko-Cow Canyon Jobs. I made such explanations just to inform the commission as to the necessity of carefully planning the work to be done this year, and the extreme necessity for cooperation by the Highway Department with all its contractors. You were probably occupied with other matters and did not hear the discussion; however I think Mr. Smith, your construction engineer, heard every word of my conversation, or in all probability the notes of your recording clerk will disclose same.

Briefly, I wish to inform you that we made preparations to proceed with the work by requesting on the 18th of August, additional working copies of the contract. On August 22nd, we requested the resident engineer at Astoria to have the right-of-way cleared of power and telephone poles, farmer's barns, store buildings etc. The private buildings were not completely removed until December. The power and telephone poles have not as yet been removed, notwithstanding the fact that we have performed all of our heavy clearing. We burned everything that it was possible to burn during the winter and have been burning for the past two weeks at such time as burning was practical--we will continue to do so. Drainage pipes, culverts etc., will also be attended to when the weather conditions are such that the work can proceed under normal conditions.

We were ordered by your department not to do any grading work of any kind until such time as we are given the go-ahead by your department. We have proceeded with every phase of the work, that it has been possible for us to do, at great additional expense. Our crushing plant, which is needed very badly for our Shaniko-Cow Canyon Job, has been seriously delayed on the Mist Job, because of unusual weather conditions. The crushing equipment and plant erected on the Mist Job quite naturally was not one of the type which would produce a large amount of oil rock. The oil rock necessary for this job was small; therefore we did not deem it necessary to equip the plant with an extra, fine recrushing unit which is ordinarily necessary for the production of any large quantity of oil rock. Your department has requested a price

...T—ROCKY POINT, OREGO...

...HIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GARFIELD 4356 PORTLAND, OREGON

Oregon State Highway Commission - Mr. Baldock

March 26, 1942

agreement for an additional 900 cubic yards of stockpile oil rock in the amounts of 300 cubic yards of 3/4-1/2", 300 yards of 1/4-1/2 and 300 cubic yards of 1/4-0". It must be obvious to you that without a roll crusher or a fine recrusher, any such quantities of oil rock with the percentages indicated, would necessitate in all probability one weeks work. The materials below the 1/2" being much greater than the materia... above, it would not be a very efficient operation for our crusher with a 5/8" minimum opening. Had we been advised of these requirements prior to the erection of our crushing plant, an order of this kind could be taken in stride.

We trust that you can understand our position in this matter and respectfully request that, if at all possible, we do not care to make this material. We would gladly cooperate with you, however, and make any amount you desire at the contract figure; but in doing so we must remind you that equipment of this kind is scarce, and we do not wish to unnecessarily lose one hours operation with this equipment. If, under the circumstances, you still want us to produce this material, advise us immediately and we will return the signed price agreement.

As to the matter of completion time mentioned in your letter, I will answer this more fully in the near future, covering not only the Banzer Bridge-Mist Job but also such other contracts as we may have with your department.

Very truly yours,

PORTER W. YETT

PWY:Jr

Porter W. Yett.

DESIGNERS OF CONCRETE STONE AND GRAVEL PLANTS

RECEIVED
MAR 25 1942
FOR FILING

File 73-A-1

March 24, 1942

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Attention: Theo. Arens

Dear Sirs

We refer to your letter of March 20, concerning the allowances made for materials on hand in Estimate No. 3 for the Banner Bridge-Mist job.

The 11,800 tons shown for 6" - 0" rock base in stockpile is in error due to the fact that the resident engineer failed to apply a conversion factor in converting his measurements from cubic yards to tons.

Measurement of the stockpile shows its content to be 11,800 cu. yds. Actual weighing of a sample of the rock shows a weight of 91 lbs. per cubic foot or, in round figures, 1.25 tons per cubic yard. The correct quantity is, therefore, 14,750 tons.

We are instructing our Accounting Division to issue a supplemental voucher to correct this error.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:EB

FORM E-20 20M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1942

Subject:

To:

Mr. S. H. Probert,
Office Engineer.

Dear Sir:

With reference to Mr. Arens' letter attached hereto concerning the estimates on the Mist-Banzer Bridge contract, I wish to comment as follows:

The February estimate showed material stockpiled in amounts supplied by the superintendent on the job, according to Mr. Mars. This is evidently over-estimated.

The March estimate was for quantities actually measured in the stock pile by Mr. Mars and converted into tonnage on the basis of one ton per cubic yard for the 6" - 0" material and 1.4 tons per cubic yard for the 1" - 0" material. According to the best information we can get from the Laboratory on samples that have been received, the 6" - 0" material would run 1.25 tons per cubic yard and the 1" - 0" material 1.36 tons per cubic yard. This being the case, it would be proper to correct the estimate of 6" - 0" material from 11,800 tons to 14,750 tons. The 8,900 tons of 1" - 0" material need not be changed.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
Encl:1

ROCKY POINT, OREGO[illegible] SHIPMENTS BY BARGE, TRUCK OR RAIL

PORTER W. YETT

READY-MIXED CONCRETE • CEMENT • CRUSHED STONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

6500 N. E. AINSWORTH ST. PHONE GArfield 4356 PORTLAND, OREGON

March 20, 1942

Mr. S. H. Probert, Office Engineer
Salem, Oregon.

Dear Sir:

We are in receipt of estimate No. 3 on the Banzer Bridge - Mist job. I note that Mr. Mars has allowed 11,800 tons 6" - 0" rock base in stock pile; this is a decrease of what was allowed on estimate No. 2. The fact of the matter is that on March 15th. we had 12,420 cu. yds., or approximately 18,600 tons in stock pile. I think Mr. Mars probably overlooked converting cu. yds. to tons, which would account for the discrepancy.

Trusting that a supplementary estimate may be issued to cover, I remain

Yours very truly,

PORTER W. YETT

DESIGNERS OF CONCRETE STONE AND GRAVEL PLANTS

RECEIVED
APR 27 1942
FOR FILING
[AS 7-A-1

March 23, 1942

Copies Referenced To
Equip
Purchase
Motor Equip

Mr. Porter E. Lett
6500 N. E. Ainsworth St.
Portland, Oregon

Attention: Theo. Arens

Dear Sir:

In connection with a contemplated purchase of trucks by L. E. Woody, one of your subcontractors, we have been requested to make a certification in regard to the defense status of the following projects:

1. Banner Bridge-Mist Section of the Nehalem Secondary Highway in Columbia County, Contract No. 2504.

2. West Unit, Shamico-Cow Canyon Section of the Sherman Highway in Wasco County, Contract No. 2510.

Both of these projects are federal aid projects, the first being Federal Aid Project No. FAS 73-A (1) and the second being Federal Aid Project No. FAP 103-A (3). The first is an important unit in the State Secondary Highway System and the second is an important unit in the State Primary Highway System. Neither of the projects is on the system of highways which the U. S. War Department has adopted as the Strategic Highway Network.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc Mr. F. E. Landsberg
Mr. L. E. Woody

Interstate Commerrce Commission
BUREAU OF MOTOR CARRIERS

F. E. LANDSBURG
DISTRICT DIRECTOR

PORTLAND, OREGON
PITTOCK BLOCK

SHIPMENTS BY BARGE, TRUCK OR RAIL

TER W. YETT

ONE • SAND, GRAVEL AND SCREENINGS • ASPHALT AND CONCRETE PAVING

PHONE GArfield 4356 PORTLAND, OREGON

March 19, 1942

Mr. L. H. Woody,
10124 N. E. Pacific St.
Portland, Oregon.

Dear Sir:

This will confirm our verbal understanding for the employment of your fleet of dump trucks and particularly two new Ford trucks which you have under purchase, on the following State Highway jobs which I have under contract with the Oregon State Highway Commission:

Banzer Bridge-Mist Section, Nehalem Secondary Highway, Columbia County, Oregon, under date of Aug. 14, 1941, No. 2504, Federal Aid Secondary Project.

West Unit, Shaniko-Cow Canyon Section, Sherman Highway, Wasco County, Oregon, under date of Aug. 14, 1941, No. 2510, Fegular Federal Aid Project.

As you know we are in immediate need of these trucks and trust that uou will have them properly equipped and on the job at the earliest possible time.

Yours very truly,

PORTER W. YETT

By Theo Evans

DESIGNERS OF CONCRETE STONE AND GRAVEL PLANTS

RECEIVED
MAR 24 1942
FOR FILE

742 73-A-1

March 21, 1942

Mr. Porter H. Yett,
Contractor,
1200 N. E. Ainsworth St.,
Portland, Oregon.

Dear Sir:

I am advised that your superintendent on the Mist-Beaver Bridge Contract No. 2504 has informed the resident engineer that upon the completion of your crushing operations for that project, which material is being stockpiled for later use, you will discontinue any further work until the first of August.

I can not think you have any such intention, as it is very imperative that the job be completed as provided in the specifications, by the thirty-first of August. To attain that goal it is absolutely essential that you complete all the clearing work, together with the burning, immediately, so that there will be no delay because of fire restrictions.

You also have under the contract a considerable amount of culvert pipe, including the extension of one box culvert and a new 7' x 7' box culvert. This work also should be done immediately so as to be out of the way of the grading, and the grading should be completed and surfacing placed by the first of August so that the oiling work can be done during the month of August, including the final seal with all other details to complete the contract by the specified completion date.

Please make arrangements to carry through your contract work on this project in accordance with the above, as I can see no justification for a time extension.

Very truly yours,

Chief Engineer.

cc Mr. H. G. Smith
Mr. ~~S. F. Walters~~ L. D. Nees
Mr. F. B. Knous

RECEIVED
MAY 28 1942
FOR FILING

FAS 73-A-1

March 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of February 28, 1942, we are enclosing herewith seven copies of revised estimate as basis for project agreement for the Banner Bridge-Mist Section, Project No. FAS 73-A (1).

The lump sum amount for the item of "Clearing and Grubbing," chargeable to the Federal Aid project, has been computed upon the length of graded roadway, as follows:

Length of Roadway, FAS Project	2.961 miles	$5,503.00
" " " , State Project	.160 "	297.00
Total Length of Roadway	3.121 "	5,800.00

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/EH

Encl.

Oregon State Highway Department — Federal Aid Secondary
Project No. FAS 79-A (1)

BANKER BRIDGE-WEST SECTION

OF THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 3, 1942

All Required		Clearing and Grubbing		$ 5,503.00
550	cu. yds.	Structural Excavation, Unclassified	$ 1.50	825.00
300	cu. yds.	Trench Excavation, Unclassified	1.50	450.00
63,900	cu. yds.	General Excavation, Unclassified	.20	12,780.00
200,000	yd. stas.	Short Overhaul	.02	4,000.00
4,000	C-yd.stas.	Long Overhaul	.30	1,200.00
3,000	lin. ft.	Rounding Cutbanks	.10	300.00
2.96	miles	Finishing Roadbed and Slopes	300.00	888.00
760	lin. ft.	18" Concrete Pipe	2.50	1,900.00
20	lin. ft.	48" Corr. Metal Pipe	10.00	200.00
66	lin. ft.	60" Corr. Metal Pipe	15.00	990.00
30	lin. ft.	Salvaging Culvert Pipe, 30" or Less	1.50	45.00
84	lin. ft.	Salvaging Culvert Pipe, 36" or More	2.00	168.00
86	cu. yds.	Class "A" Concrete	22.00	1,892.00
12,100	lbs.	Metal Reinforcement	.07	847.00
25,000	tons	6" - 0" Rock in Base	1.20	30,000.00
12,800	tons	1" - 0" Material in Leveling Course and Shoulders	1.95	24,960.00
490	cu. yds.	Filler	.20	98.00
980	yd. mi.	Hauling Filler	.20	196.00
490	M-gals.	Sprinkling	2.00	980.00
2.96	miles	Preparation of Base	200.00	592.00
3,320	tons	Furnishing and Placing Aggregates	3.00	9,960.00
37	tons	Furnishing and Placing MC-3 or Emulsified Asphalt	22.00	814.00
188	tons	Furnishing and Placing 151-200 Asphalt	22.00	4,136.00
		Subtotal		$104,994.00
		10% Engr. & Cont.		10,482.40
		Total		$114,976.40
		Length	2.961 miles	
		Cost per mile	$ 38,830.26	

Oregon State Highway Department
FAS Funds - - -

FAS Funds- - - -

.160 297.00
2[redacted] 5503-
3.121 5800 -

Oregon State Highway Department — **Federal Aid Secondary**
~~U.S. Funds~~ — ~~Project No. FAS 73-A (1)~~
~~State Funds~~

BANZER BRIDGE-MIST SECTION

OF THE ASTORIA HIGHWAY IN COLUMBIA COUNTY

~~Quite Funds for Construction~~ (Chap. 274, Acts 1941 Legislative Assembly, ~~Special Session~~, 1942)

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, ~~February 11~~ March, 1942

All Required		Clearing and Grubbing		~~$ 5,742.00~~	5502.00
550	cu. yds.	Structural Excavation, Unclassified	$ 1.50	825.00	
300	cu. yds.	Trench Excavation, Unclassified	1.50	450.00	
63,900	cu. yds.	General Excavation, Unclassified	.20	12,780.00	
200,000	yd. stas.	Short Overhaul	.02	4,000.00	
4,000	C-yd.stas.	Long Overhaul	.30	1,200.00	
5,000	lin. ft.	Rounding Gutterks	.10	500.00	
2.96	miles	Finishing Roadbed and Slopes	300.00	888.00	
760	lin. ft.	18" Concrete Pipe	2.50	1,900.00	
20	lin. ft.	48" Corr. Metal Pipe	10.00	200.00	
66	lin. ft.	60" Corr. Metal Pipe	15.00	990.00	
30	lin. ft.	Salvaging Culvert Pipe, 30" or Less	1.50	45.00	
84	lin. ft.	Salvaging Culvert Pipe, 36" or More	2.00	168.00	
86	cu. yds.	Class "A" Concrete	22.00	1,892.00	
12,100	lbs.	Metal Reinforcement	.07	847.00	
25,500	tons	6" - 0" Rock in Base	1.20	30,600.00	
12,800	tons	1" - 0" Material in Leveling Course and Shoulders	1.95	24,960.00	
490	cu. yds.	Filler	.20	98.00	
980	yd. mi.	Hauling Filler	.20	196.00	
490	M-gals.	Sprinkling	2.00	980.00	
2.96	miles	Preparation of Base	200.00	592.00	
3,320	tons	Furnishing and Placing Aggregates	3.00	9,960.00	
37	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.00	814.00	
188	tons	Furnishing and Placing 151-200 Asphalt	22.00	4,136.00	
		Subtotal		~~$104,763.00~~	10453.00
		10% Engr. & Cont.		~~10,476.30~~	1045.40
		Total		~~$115,239.30~~	11498.40

Length 2.961 miles
Cost per mile ~~$ 38,919.04~~
$ 38,830.26

FAS Funds - - -

RECEIVED
MAR 2 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 28, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed agreement estimate for Oregon Federal Aid Secondary Project FAS 73-A (1), Banzer Bridge-Mist Section of the Nehalem Highway, received with your letter of February 21, 1942.

Exceptions to FAS 73-A (1) are about eight per cent of the gross length of the contract under which it is to be constructed. However, 99 per cent of the lump sum item for clearing and grubbing is charged to participating costs.

Please send us seven copies of a corrected estimate or an explanation of how this division of charges is arrived at.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 28 1942
FOR FILING

February 21, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Banner Bridge-West Section, Project No. FAS 73-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Secondary
~~FAS Funds~~ — Project No. FAS 73-A (1)
~~State Funds~~

BANZER BRIDGE-WEST SECTION

OF THE KEHALEM HIGHWAY IN COLUMBIA COUNTY

~~State Funds for Construction Chap. 504, Laws 1941~~

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 11, 1942

All Required		Clearing and Grubbing		$ 5,742.00
550	cu. yds.	Structural Excavation, Unclassified	$ 1.50	825.00
300	cu. yds.	Trench Excavation, Unclassified	1.50	450.00
63,900	cu. yds.	General Excavation, Unclassified	.20	12,780.00
200,000	yd. stas.	Short Overhaul	.02	4,000.00
4,000	C-yd.stas.	Long Overhaul	.30	1,200.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
2.96	miles	Finishing Roadbed and Slopes	300.00	888.00
760	lin. ft.	18" Concrete Pipe	2.50	1,900.00
20	lin. ft.	48" Corr. Metal Pipe	10.00	200.00
66	lin. ft.	60" Corr. Metal Pipe	15.00	990.00
30	lin. ft.	Salvaging Culvert Pipe, 30" or Less	1.50	45.00
84	lin. ft.	Salvaging Culvert Pipe, 36" or More	2.00	168.00
86	cu. yds.	Class "A" Concrete	22.00	1,892.00
12,100	lbs.	Metal Reinforcement	.07	847.00
25,500	tons	6" - 0" Rock in Base	1.20	30,600.00
12,800	tons	1" - 0" Material in Leveling Course and Shoulders	1.95	24,960.00
490	cu. yds.	Filler	.20	98.00
980	yd. mi.	Hauling Filler	.20	196.00
490	M-gals.	Sprinkling	2.00	980.00
2.96	miles	Preparation of Base	200.00	592.00
3,320	tons	Furnishing and Placing Aggregates	3.00	9,960.00
37	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.00	814.00
188	tons	Furnishing and Placing 151-200 Asphalt	22.00	4,136.00
			Subtotal	$104,763.00
			10% Engr. & Cont.	10,476.30
			Total	$115,239.30

Length	2.961 miles
Cost per mile	$ 38,919.04

FAS Funds- - - -

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FOR FILING

FAS-Y2 A-1

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August 29, 1941

Porter W. Batt
6900 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2504 which was awarded to you on August 14, 1941, by the State Highway Commission covering 2.99 miles grading and 3.13 miles bituminous macadam surfacing on the Banner Bridge-Mist Section of the Nehalem Secondary Highway in Columbia County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. _ DeSart

RECEIVED
SEP 2 1941
FOR FILING

FAS 73-A-1

August 29, 1941

Robe, Westenfelder & Berg, Inc
Wilcox Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2404 which was awarded to Porter R. Lott by the State Highway Commission on August 14, 1941, covering 2.99 miles grading and 3.13 miles bituminous macadam surfacing on the Banner Bridge-Mist Section of the Nehalem Secondary Highway in Columbia County.

Inasmuch as you are survey for the contractor on this job we are sending you this copy of the contract for your records and files.

Yours very truly,

OA Secretary

NOTED
D. S. DeSart

RECEIVED
AUG 18 1941

R

FAS 73-A-1

August 14, 1941

Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today by express, four copies of Contract No. 2504, which was awarded to you by the State Highway Commission, on August 14, 1941, covering the Banner Bridge-Mist Section, on the Nehalem Secondary Highway in Columbia County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA Secretary

NOTED
D. C. DeSart

RECEIVED
AUG 16 1941
FOR FILING

FAS 73-A-1

e

August 15, 1941

Mr. Porter W. Lott
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission on August 14, 1941, awarded you the contract for 2.99 miles grading and surfacing and 3.13 miles bituminous macadam on the Ramsey Bridge-West Section of the Nehalem Secondary Highway, in Columbia County. This award was based on your low bid of $108,120.00, using asphalt, submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - S. H. Probert
G. S. Paxson

RECEIVED
AUG 15 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

August 14, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

FAS 73-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary Project No. FAS 73-A (1), Banzer Bridge-Mist Section of the Nehalem Secondary Highway, to Porter W. Yett, Portland, Oregon, who submitted the low bid on the basis of using asphalt.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
FOR FILING

July 30, 1941

FAS 73-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon federal Aid Secondary Project No. FAS 73-A (1), the Banner Bridge-Hot section of the Salmlem Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

The cost of constructing the wye connection at Hot under FAS 87-B (1) should be included in preparing the final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 2 9 1942
FOR FILING

August 11, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of August 7, 1941, we are enclosing herewith a revised estimate for the Banner Bridge-Mist Section, Project No. FAS 73-A (1).

Likewise are enclosed five copies of special provision page number 8 and bid sheet number 2.

Five blueprint copies of the plan summary sheet are being sent under separate cover.

These papers contain the revised quantity and specifications for the item of 1" - 0" materials in Shoulders and Leveling Course which is to be used in construction of the cushion course that was requested by you.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 73-A (1)

BANZER BRIDGE-MIST SECTION
OF THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 11, 1941

All Required		Clearing and Grubbing			$ 3,450.00
550	cu. yds.	Structural Excavation, Unclassified		$ 1.50	825.00
300	cu. yds.	Trench Excavation, Unclassified		1.50	450.00
63,900	cu. yds.	General Excavation, Unclassified		.25	15,975.00
200,000	yd. stns.	Short Overhaul		.01	2,000.00
4,000	C-yd.stns.	Long Overhaul		.50	2,000.00
5,000	lin. ft.	Rounding Cutbanks		.10	500.00
2.96	miles	Finishing Roadbed and Slopes		300.00	888.00
760	lin. ft.	18" Concrete Pipe		2.50	1,900.00
20	lin. ft.	48" Corr. Metal Pipe		9.00	180.00
66	lin. ft.	60" Corr. Metal Pipe		14.00	924.00
30	lin. ft.	Salvaging Culvert Pipe, 30" or Less		1.00	30.00
84	lin. ft.	Salvaging Culvert Pipe, 36" or More		2.50	210.00
86	cu. yds.	Class "A" Concrete		30.00	2,580.00
12,100	lbs.	Metal Reinforcement		.07	847.00
23,500	tons	6" - 0" Rock in Base		1.10	25,850.00
12,800	tons	1" - 0" Material in Leveling Course and Shoulders		1.80	23,040.00
490	cu. yds.	Filler		.50	245.00
980	yd. mi.	Hauling Filler		.20	196.00
490	M-gals.	Sprinkling		1.50	735.00
2.96	miles	Preparation of Base		100.00	296.00
3,320	tons	Furnishing and Placing Aggregates		2.50	8,300.00
37	tons	Furnishing and Placing Emulsified Asphalt or RC 3		22.00	814.00
188	tons	Furnishing and Placing 151-200 Asphalt		22.00	4,136.00
226	tons	Furnishing and Placing MT-8 Tar		19.00	(Alternate)
			Subtotal		$ 98,771.00
			10% Engr. & Cont.		9,657.10
			Total		$108,428.10

STATE HIGHWAY ENGINEER

Length 2.961 miles
Cost per mile $ 36,618.76

FAS Funds	$ 36,000.00
State Funds	72,428.10
	$108,428.10

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 73-A (1)

BANZER BRIDGE-MIST SECTION
OF THE SALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 11, 1941

All Required		Clearing and Grubbing			$ 3,450.00
550	cu. yds.	Structural Excavation, Unclassified	$ 1.50		825.00
300	cu. yds.	Trench Excavation, Unclassified	1.50		450.00
63,900	cu. yds.	General Excavation, Unclassified	.25		15,975.00
200,000	yd. stas.	Short Overhaul	.01		2,000.00
4,000	C-yd.stas.	Long Overhaul	.50		2,000.00
5,000	lin. ft.	Rounding Cutbanks	.10		500.00
2.96	miles	Finishing Roadbed and Slopes	300.00		888.00
760	lin. ft.	18" Concrete Pipe	2.50		1,900.00
20	lin. ft.	48" Corr. Metal Pipe	9.00		180.00
66	lin. ft.	60" Corr. Metal Pipe	14.00		924.00
30	lin. ft.	Salvaging Culvert Pipe, 30" or Less	1.00		30.00
84	lin. ft.	Salvaging Culvert Pipe, 36" or More	2.50		210.00
86	cu. yds.	Class "A" Concrete	30.00		2,580.00
12,100	lbs.	Metal Reinforcement	.07		847.00
23,300	tons	6" - 0" Rock in Base	1.10		25,630.00
12,800	tons	1" - 0" Material in Leveling Course and Shoulders	1.80		23,040.00
490	cu. yds.	Filler	.50		245.00
980	yd. mi.	Hauling Filler	.20		196.00
490	M-gals.	Sprinkling	1.50		735.00
2.96	miles	Preparation of Base	100.00		296.00
3,320	tons	Furnishing and Placing Aggregates	2.50		8,300.00
37	tons	Furnishing and Placing Emulsified Asphalt	22.00		814.00
188	tons	Furnishing and Placing 151-200 Asphalt	22.00		4,136.00
226	tons	Furnishing and Placing MT-8 Tar	19.00		(Alternate)
			Subtotal		$ 98,771.00
			10% Engr. & Cont.		9,657.10
			Total		$108,428.10

FEDERAL WORKS AGENCY

PUBLIC ROADS ADMINISTRATION

DISTRICT ONE

Length 2.961 miles
Cost per mile $ 36,618.74

FAS Funds- $ 36,000.00
State Funds- 72,428.10

$108,428.10

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG - 8 1941
STATE HIGHWAY COMMISSION

August 7, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to specifications for the surfacing of Oregon Federal Aid Secondary Project FAS 73-A (1), the Banzer Bridge-Mist Section of the Nehalem Highway, for which P.S.& E. papers were recently submitted and on which bids are to be received August 14.

We are advised that the proposed open graded 6" rock base proposed for this project is not satisfactory for approval without the use of a fine blanket course to prevent the infiltration of clay from the subgrade.

Inspections of previously constructed surfaces on this highway show considerable distress of the bituminous mats due apparently to the clay nature of the subgrade combined with a heavy logging traffic. Also inspections over the State where log hauling is prevalent indicate that it is absolutely necessary to provide a heavier stabilized base if heavy maintenance costs are to be avoided.

As bids for this project are to be opened August 14, we would appreciate early advice as to the possibility of providing for a blanket course.

Very truly yours,

W. H. LYNCH
District Engineer

August 4, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five bid proposals and five blueprint copies of the quantity summary sheet for the Banzer Bridge-Mist Section, Project No. FAS 73-A (1).

These papers have been revised by changing the maximum size of the materials in the leveling course from 1½-inch to 1-inch.

The item will be correctly designated in the agreement estimate when it is submitted.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ss

July 31, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

We are enclosing herewith five copies of special provision page number 10 for the Banser Bridge-West Section, Project No. FAS 73-A (1), which page contains revised specifications under the subheads "Work To Be Done" and "Width of Treatment."

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encls.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

July 30, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Secondary Project No. FAS 73-A (1), the Banzer Bridge-Mist Section of the Nehalem Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

The cost of constructing the wye connection at Mist onto FAS 27-B (1) should be excluded in preparing the final voucher.

Very truly yours,

W. H. LYNCH
District Engineer

July 25, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of form PR 46 for the Rogue River Bridge-Flat Section.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

S. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 73-A (1)

Length
Cost per mile

FAS Funds- $
State Funds- - -

BANZER BRIDGE-MIST SECTION
OF THE NEHALEM HIGHWAY IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 25, 1941

All Required		Clearing and Grubbing		$ 3,450.00
550	cu. yds.	Structural Excavation, Unclassified	$ 1.50	825.00
300	cu. yds.	Trench Excavation, Unclassified	1.50	450.00
63,900	cu. yds.	General Excavation, Unclassified	.25	15,975.00
200,000	yd. stas.	Short Overhaul	.01	2,000.00
4,000	C-yd.stas.	Long Overhaul	.50	2,000.00
5,000	lin. ft.	Rounding Cutbanks	.10	500.00
2.96	mile	Finishing Roadbed and Slopes	300.00	888.00
760	lin. ft.	18" Concrete Pipe	2.50	1,900.00
20	lin. ft.	48" Corr. Metal Pipe	9.00	180.00
66	lin. ft.	60" Corr. Metal Pipe	14.00	924.00
30	lin. ft.	Salvaging Culvert Pipe, 30" or Less	1.00	30.00
84	lin. ft.	Salvaging Culvert Pipe, 36" or More	2.50	210.00
86	cu. yds.	Class "A" Concrete	30.00	2,580.00
12,100	lbs.	Metal Reinforcement	.07	847.00
23,500	tons	6" - 0" Rock in Base	.90	22,950.00
9,050	tons	1½" - 0" Material in Leveling Course and Shoulders	1.50	13,575.00
490	cu. yds.	Filler	.50	245.00
980	yd. mi.	Hauling Filler	.20	196.00
490	M-gals.	Sprinkling	1.50	735.00
1.96	miles	Preparation of Base	100.00	296.00
3,320	tons	Furnishing and Placing Aggregates	2.50	8,300.00
37	tons	Furnishing and Placing Emulsified Asphalt	22.00	814.00
188	tons	Furnishing and Placing 151-200 Asphalt	22.00	4,136.00
226	tons	Furnishing and Placing RT-8 Tar	19.00	(Alternate)
			Subtotal	$ 84,006.00
			10% Engr. & Cont.	8,400.60
			Total	$ 92,406.60

Length	2.961 miles
Cost per mile	$ 31,207.90

FAS Funds	$ 36,000.00
State Funds	56,406.60
	$ 92,406.60

BANZER BRIDGE-MIST SECTION

PROJECT NO. FAS 77-A (1)

PROJECT NO. FAS 77-A (1)

Comparison in Costs for 60" Corrugated Iron Pipe and Equivalent Concrete Box Culvert.

60" Corrugated Iron Pipe [illegible] right of way has been acquired for

Estimated cost per lineal foot- $ 14.00

Concrete Box Culvert

0.4	c.y.	Concrete per lineal foot	at $30.00	$ 12.00
95	lbs.	Metal Reinforcement per lineal foot	.07	3.85
				$ 15.85

[illegible]

[illegible]

July 25, 1941

BANZER BRIDGE-MIST SECTION

PROJECT NO. FAS 73-A (1)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

July 25, 1941

PR 46

Roadway (Bonner Bridge-West)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 1, 1941 State Oregon

Completion Date (Est.) Aug. 31, 1942 Project No. FAS 73-A (1)

Estimated Total Cost Roadway $ 92,406.60 Length: Miles 2.962

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	180	6	Metal culvert pipe	Lb.	7,400
2	Aggregates	Cy.	170	7	Reinforcing steel	Lb.	13,700
3	Bituminous mat.	Gal.	57,400	8	Structural steel	Lb.	17,000
4	Lumber	M.	9	10	Explosives	Lb.	
5	Timber piling	Lft.					

113-1018 No.Unit,Wrights Point-Narrows Sec.,
Frenchglen Secondary Hwy. 1941

#2565

RECEIVED
SEP 28 1948
FOR FILING

113-10-9

2505

September 21, 1948

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland 4, Oregon

NOTED
H. B. GLAISYER

Gentlemen:

This to advise you that State Highway Contract No. 2505 for grading and topping on the North Unit, Wrights Point-Narrows Section of the Prineville Secondary Highway in Harney County, has been completed by the contractor, M. L. O'Neil & Son, and that revised final payment in the amount of $2,006.54 will be made on or after October 1, 1948.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $18,799.82, and that no force account work was performed therein. This contract was completed on July 11, 1942 and accepted by the Commission on March 17, 1943.

This notice is sent to you because you appear as surety on the bond furnished by the above contractor. Please acknowledge receipt of this letter.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Great American Indemnity Co.
1 Liberty St.
New York 5, N. Y.

NOTED C. CARU

9-21-48 gl

RECEIVED
SEP 1[illegible]1948
FOR FILING

113-1018

2505

September 16, 1948

M. L. O'Neil & Son
375 Norm Lane
Eugene, Oregon

Gentlemen:

In accordance with arrangements made with you a few days ago, we submit herewith the following papers relating to the North Unit, Wrights Point-Harrows Project, Contract No. 2505:

Price Agreement (4 copies) providing for payment for Selected Roadbed Topping at a price of 61¢ per cubic yard.

Estimate sheet showing final quantities for the project.

Original and duplicate copies of voucher covering final payment in amount of $2,006.54.

Please execute and return the original copy of voucher and the final acceptance blank attached thereto. Also, please sign and return all four copies of the price agreement.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. C. Williams
Assistant State Highway Engineer

SHP/gs

Encl.

RECEIVED
JUL 29 1949
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

113-1018

2505

Salem, Oregon
September 15th, 1947

SUBJECT:

To: Mr. W. C. Williams
Acting State Highway Engineer
O f f i c e

41W

Dear Sir:

The attached letter from M. L. O'Neil refers to the small cemented gravel pit which you selected on the Wrights Point-Narrows Section prior to your transfer from Division #5.

At the start of the war Mr. O'Neil sold most of his equipment and endeavored to do the job with cats and scrapers. While the small amount of gravel which we were to obtain from this pit might have been obtained with a small shovel, he found the pit of too restricted an area to operate with a scraper and proposed that he obtain material from the cinder pit near The Narrows. I advised him that we had considered cinders when the job was being worked up but did not wish to use them on account of their tendency to corrugate and felt Mr. O'Neil should get some other equipment to work the gravel pit.

Afterwards he called me by telephone and stated that he had no other equipment and insisted that he be allowed to use the cinder pit. I finally reluctantly consented to the use of the cinder pit if he would place them on the road at no increase in haul over the cemented gravel. He signed a price agreement to that effect but since the work was finished informed Mr. Baldock that he repudiated the price agreement, that he merely signed it under compulsion and did not consider it binding.

I, therefore, refused repeatedly to consider any adjustment with O'Neil since I do not see how a man can go back on his word and written signature no matter how much he feels that the agreement was unfair. O'Neil is again contracting work and I think he should be advised that his signed price agreement will govern and that no further consideration can be given to his request for a rehearing.

FOR FILING
NOT SCANNED

Mr. O'Neil has been given the utmost consideration in the past in all matters which he has presented to the Construction Department. I feel that all contractoral relations with him will break down if a signed price agreement cannot be considered binding.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

ASSIGNMENT No. 41 W

[illegible]: Letter from M. L. O'Neil re to the settlement on [illegible] Job "Wright Point Narrows near Burns".

DATE: 9/8/47

ASSIGNED TO: H. S. SMITH

- ☐ Investigation and report to this office
- ☐ Reply direct with copy to this office
- ☐ Return with drafted reply
- ☐ Comment or recommendation and return to this office
- ☐ Investigation and such action as is necessary
- ☐ Please prepare reply for my signature
- ☐ Assignment executed Date _____

☐ _____

REPORT RECEIVED: 9-16-47 L

REMARKS:

7

tlement on

rrow R

Near Burns

I hope by this time you may
of gained the neaaary information
which will enable you to reach
a decision Mr Vadracy should be
abel to help you him
for the last words I heared say
while looking at the 8 and large
riper that he was satisfied there
was nothing fit for [illegible]
road [illegible] with Mr Probert
I have [illegible]
several times not abel to find you
abel to see me away on business
Washington D. C. and other important
trips

Yours Truly

M L O'Neil

Eugene Ore Sept 8 - 47

R. H. Baldock Salem Ore

Dear Mr Baldock

with reference to the settlement on the Jot Wright Point Narrows Near Burns

I hope by this time you may of gained the neaasary information which will enable you to reach a decision Mr Nabracy should be abel to help you

for the last words I heared him say while looking at the 8 and large riper that he was satisfied there was nothing fit for ... the road ... I ... with Mr Probert I have several times not abel to find you abel to see me away on business Washington D. C. and other important trips

Yours Truly

M Z. O Neil

FORM S-20 2DM 7-42

COPY

113 - 108

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 12, 1942

SUBJECT: Wrights Point-Narrows Contract #2505

To: Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

After some protest, Mr. O'Neil signed the enclosed Price Agreement on the Wrights Point-Narrows Contract #2505 which concerns a change of topping pits.

While he saw the pit at Wrights Point and bid the job knowing that it was difficult, I believe that he should eventually be entitled to some help on this haul. The Wrights Point pit has been opened up more since you saw it, and I doubt if more than 800 - 1,000 cubic yards of acceptable material can be taken out of it.

Very truly yours,

(Sgd) Paul Van Scoy

Division Engineer

PVS:lm
cc

Encls.

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7th, 1943

113-1018

Subject: Wrights Point-Narrows

To: Mr. R. H. Baldock
State Highway Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

Some time ago Mr. M. L. O'Neil called during my absence and discussed with Mr. Probert the final estimate on the Wrights Point-Narrows Section in Harney County, and requested an adjustment of this final estimate.

This job was a grading and topping job which extended from Wrights Point southerly about six miles toward The Narrows. Inasmuch as the soil was very light, Division Engineer Williams proposed that it be covered with about two inches of find cemented gravel and sand from a pit on Wrights Point which had been opened up and used to some extent by the County. It was felt that if a slight amount of this sandy gravel could be placed on the subgrade, it would suffice for the light traffic until the road could be completed in a more pretentious manner. It was realized at the time of working up the project that the pit was not extensive and that it was a case of pick and choose with a small shovel, but as only 2,000 yards were required, we felt that this amount could be secured.

As soon as the contractor started his job, he began to object to the pit, saying that it was impractical to operate with tractors and LeTourneaus, that it would have to be shot, could not be reduced to suitable size, and in general would be unsatisfactory.

I made another inspection of the pit, and it seemed to me that the pit could be worked in the manner and with the equipment which Williams ordinarily intended and that it would be more satisfactory than the cinder pit near The Narrows which was proposed as an alternate.

O'Neil had let the surfacing of this job go until he had sold most of his equipment and was about to retire from business. He then moved into the pit, gouged it up and insisted he would have to move into the cinder pit at The Narrows. I finally secured authority from you and gave him the requisite permission to use cinders, with the understanding that the haul on the job would cost us no more than the haul from the original pit. He signed a price agreement to that effect, which he is now attempting to repudiate on the ground that he was coerced into the agreement and only signed it to avoid

a shutdown of operations with the attending expense and loss of time while waiting further study of the situation by the Department.

In my opinion, we have been rather lenient with Mr. O'Neil on past contracts, and I am not inclined to further encourage the repudiation of a written agreement such as he signed for any reason whatsoever. If a contractor can back out of a signed price agreement in this manner, our whole system would be invalidated, and no modification of a general contract would be binding.

In addition, the use of the cinders proved just as we originally anticipated. The public will not travel the road surfaced with cinders, prefering to use the old trail nearby rather than drive on cinders during the summer months. Therefore, we have gotten very little benefit from O'Neil's surfacing operations; whereas, the sandy gravel which we contemplated laying originally, would undoubtedly have served its purpose.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

RECEIVED

113-1018

Salem, Oregon
March 10, 1943

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Mr. H. L. O'Neil and his son, Robert J. O'Neil, of H. L. O'Neil & Son, Contractors, called at the office last week and made oral request for a reconsideration of the terms of a certain agreement signed by them some months ago, in connection with their contract for grading and topping construction on the Wrights Point-Harrows Section in Harney County.

In the absence of yourself and Mr. Baldock, I talked with them, and, at their request, I am presenting their request to you with a brief resume of the situation as they described it.

The price agreement referred to was prepared to cover a change in the specifications, whereby the contractor was authorized to abandon the source of materials that was specified for use in connection with the construction of the roadbed topping, and to utilize in that work another source, which, while being more easily worked, was at greater distance from the project and required some 15,700 yard miles of additional haul. The terms of the price agreement were such that, while the contractors obtained the benefit of lower excavating costs, they were obliged to absorb the cost of the additional haul.

The contractors claim that the change in source of materials was made necessary, not through any fault of theirs, but due to failure of the source which the Department had selected and expected would, and that, therefore, the agreement mentioned should have made allowance to them for the extra expense to which the change subjected them.

In claiming that the source selected by the Department had failed, they claim as follows:

1. That the material available was very light and porous, but of such nature that it could not be excavated with tractor-drawn excavators.

2. That blasting was not tried, but that the material was so porous that blasting would have been more or less ineffective; also, that if blasted, the material would have broken in pieces too large for use on the road in pit-run form, as the specifications contemplated.

3. That the material would not have made a satisfactory topping, even if it could have been excavated and reduced to usable size.

They claim that they protested signing the price agreement as drawn, but finally did sign it to avoid a shutdown of operations, with attendant expense and loss of time, while awaiting further study of the situation by the Department.

They have made no estimate of the extra cost to which they were subjected and they make no claim in definite amount. They seem willing to accept the Department's decision as to whether or not they are entitled to an allowance, and as to the amount of the allowance, if any, but they think that the matter should be investigated on the ground, by yourself or by Mr. Baldwin, and that consideration should be given to their views before the decision is made.

Very truly yours,

S. H. Frybert
Office Engineer

SHF:ER

RECEIVED
SEP 24 1942

113-1018

September 23, 1942

M. L. O'Neil & Son
Route 1
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on August 27, 1942, granted you the extension of time requested from November 30, 1941, to July 15, 1942, without penalty, in connection with contract No. 2505 for grading and topping the Wrights Point-Harrows Section of the Frenchglen Secondary Highway, in Harney County.

Very truly yours,

Secretary

ABQ:bgw
cc: Mr. Paul Van Scoy

RECEIVED
SEP 15 1942
FOR FILING

11-1019

September 11, 1942

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2505 for work on the North Unit, Wrights Point-Harrows Section of the Frenchglen Secondary Highway, in Harney County, has been completed by the contracting firm, M. L. O'Neil & Son, and that final settlement will be made on or after September 21, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $17,537.02, including final payment, and that no force account work was performed therein. This contract was completed on July 11, 1942, and has not yet been accepted by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

BS

RECEIVED
SEP 15 1942
R. H. BALDOCK

113-1018

September 9th, 1942

FINAL COST ANALYSIS

Frenchglen Highway — N. Unit, Wrights Point-Narrows
Contract #2505 — Prefix 113-1018
M. L. O'Neil & Son, Contractors
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$819.38	All			$1000.00	$1,000.00
Trench Excavation	33.24	31.6	Cu. Yd.	$1.05	1.00	31.60
Excavation, Single Classification	5,295.64	43,062.1	" "	0.123	0.23	9,904.28
Truck Haul	234.54	3,407.4	Yd. Mi.	0.07	0.10	340.74
Finishing Roadbed and Slopes	995.23	5.4	Miles	184.30	250.00	1,350.00
18" Corrugated Metal Pipe	2,066.27	720	Lin. Ft.	2.87	3.00	2,160.00
Selected Roadbed Topping	1,180.70	3,080.0	Cu. Yd.	0.38	0.40	1,232.00
Hauling Roadbed Topping	2,042.42	12,705.5	Yd. Mi.	0.16	0.12	1,524.66
	$12,667.42					$17,543.28

Gross Revenue	$17,543.28
Total Cost	12,667.42
Net Profit	$4,875.86

Net Profit Equals 27.8% of Gross Revenue

North Unit, Wrights Point-Narrows

Detail of Cost

Labor:			
Supervision		$1,049.51	
Labor		2,437.29	
State Industrial Accident Insurance		209.21	
Social Security & Unemployment Insurance		139.47	
			$3,835.48
Materials:			
18" Corr. Metal Pipe	720 ft. at $2.02	$1,454.40	
18" Corr. Metal Pipe Bands	30 ea. " 2.84	85.20	
			1,539.60
Equipment Rental & Misc. Supplies:			
Equipment Rental		$5,296.00	
Gas, Oil & Grease		937.80	
Lumber		6.78	
Freight		85.77	
Move In		175.00	
Small Tools & Misc. Supplies		241.69	
Bond		183.10	
Home Office & General Overhead		366.20	
			7,292.34
Total			$12,667.42

North Unit, Wrights Point-Narrows

Remarks:

This was a "State Project" which the contractor bid and was awarded August 14th, 1941. The contract consisted of the construction of 5.40 miles of highway roadbed and selected roadbed topping.

Because of existing contracts which required all of his equipment at the time of the award, the contractor was not able to begin work until late in the year, and because of early rains was not able to complete the project during 1941. All of the grading was completed in seven weeks, using 2 RD-8 tractors, a small elevating grader and a #12 blade. The material to be moved handled very easily, and exceptionally good progress was made. Only a small amount of roadbed finishing was attempted before wet weather shut the job down for the winter.

The contractor resumed operations May 25th, 1942, bringing in a blade, RD-8 and dozer and four DW-10 scrapers. After considerable scalping the specified topping pit was found unsuitable for use, and a new pit was selected. The excessive amount of stripping necessary to sufficiently open the original topping pit added considerable to the contractor's topping costs, and very little profit was made on this item.

As all the topping was hauled an average distance of 4.1 miles by 6 cu. yd. DW-10 scrapers, it is interesting to note that the average cost per yard mile was 16¢. If there had been sufficient material to justify the cost of moving in a shovel and trucks, the cost of moving could have been held to about 10 or 11¢, but with only 3,080 cu. yds. to be moved, it is doubtful whether a shovel would have been as economical as the scrapers.

This job was handled with good supervision, low overhead, and the contractor had good equipment. The bid prices were fairly low, but because of the extremely low cost of moving excavation, the contractor was able to show a high profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
SEP 3 1942
FOR FILING

113-1018

September 2, 1942

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to M. L. O'Neil & Son, on contract No. 2505, covering 5.40 miles grading and topping on the North Unit, Wrights Point-Narrows Section of the Frenchglen Secondary Highway, in Harney County.

This payment, in the amount of $1,490.63, will be made on after September 12, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Form E-1—536—6-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

REPORT NO. 19

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 11, 19 42

Section North Unit-Wright's Pt.-,Narrows

Highway Frenchglen Secondary

Contractor W. L. O'Neil & Son

Date of contract August 14, 19 41

Date work started October 6, 19 41

Amount of contract . . . . . $ 18,310.00

Kind of work Grading & Topping

Section prefix 113-1018

Contract number 2505

Date of completion ~~July~~ Nov. 30, 19 41

Estimated date of completion July 15, 19 42

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $18,310.00

Per cent of contract completed, based on total contract price . . . . . 99 %

Engineering cost to date, $ 1350, 7.3 %

Date project was completed 7-11-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Last Sunday, the carryall, tractor and dozer left the project.

The power blade worked all week shaping side ditches and slopes.

On Wednesday, I went over the job with Bill Padgett and lined out the necessary work to complete the project.

RAY WEBBER

RECEIVED
JUL 13 1942
ENGINEER

NOTED
E. M. Dyer

Signed D. A. Soule

Address John Day, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.40	5.40			
Miles partially completed	5.40	5.40			
Miles completed					
Total estimated quantities	40,000 CY	3080 CY			
Estimated quantities moved or placed to date	40,000 CY	3080 CY			
Average daily quantities		240 CY			
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men						1	1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....1...., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

RECEIVED
SEP 10 1941
FOR FILING

113-1018

R

September 10, 1941

M. L. O'Neil & Son
Mitchell, Oregon

Gentlemen:

We are mailing you today under separate cover a fully executed copy of Contract No. 2505 which was awarded to you on August 14, 1941, by the State Highway Commission covering the North Unit, Wrights Point-Narrows Section of the Prairieglen Secondary Highway in Harney County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

CK Secretary

NOTED
D. DeSart

RECEIVED
AUG 18 1941
FOR FILING

113-1018

R

August 16, 1941

M. L. O'Neil & Son
Mitchell, Oregon

Gentlemen:

We are mailing under separate cover, four copies of Contract No. 2505, which was awarded to you by the State Highway Commission, on August 14, 1941, covering the North Unit, Wrights Point-Narrows Section, on the Prineville Secondary Highway, in Harney County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA Secretary

NOTED
D. ... DeSart

RECEIVED
AUG 14 1941
FOR PUBLIC

113-1018

August 15, 1941

W. L. O'Neil & Son
Mitchell, Oregon

Gentlemen:

The State Highway Commission on August 14, 1941, awarded you the contract for 5.40 miles grading and topping on the North Unit, Wrights Point-Narrows Section of the Prineville Secondary Highway, in Harney County. This award was based on your low bid of $18,310.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - E. E. Probert
O. E. Parsons

22-1110 Middle Unit, Crabtree Corner- 1941
Lebanon Sec., Santiam Hwy.
#2506

69

22-1110 Middle Unit, Crabtree Corner- 1941
Lebanon Sec., Santiam Hwy.
#2506

RECEIVED
JUN 11 1942
FOR FILING

22-1110

June 10, 1942

United States Fidelity & Guaranty Co.
Raymond G. Weiss
Rodell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state Highway contract No. 2506 for work on the Middle Unit, Crabtree Corner-Lebanon Section of the Santiam Highway, in Linn County, has been completed by the contractor, Warren Northwest, Inc., and that final settlement will be made on or after June 20, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $85,319.42, including final payment, of which $190.10, is for force account work. This contract was completed on May 8, 1942, and accepted by the Commission on June 4, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
JUN 6 1942
FOR FILING

22-1110

June 5, 1942

U. S. Fidelity & Guaranty Co.
Raymond C. Weiss
Bedell Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Warren Northwest, Inc., P. O. Box 5072, Portland, on their contract No. 2506, covering 3.21 miles paving on the Middle Unit, Crabtree Corner-Lebanon Section of the Santiam Highway, in Linn County. This payment, in the amount of $4,219.03, will be made on or after June 15, 1942. The retained percentage is $2,499.64.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BS

NOTED
D. G. DeSart

Form E-1—6M—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 9, 1942

Section Middle Unit, Crabtree Cor.-Lebanon — Kind of work Paving

Highway Santiam — Section prefix 22-1110

Contractor Warren Northwest Inc. — Contract number 2506

Date of contract Aug. 14, 1941 — Date of completion ~~May 8~~ Nov. 30, 1941

Date work started Aug. 21, 1941 — Estimated date of completion May 8, 1942

Amount of contract . . . . . $78,707.50 — Per cent of time elapsed ____%

Estimated cost of completed project, exclusive of engineering $81,866.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $3300.00, 4.2 % — Date project was completed May 8, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work was completed on this project.

RECEIVED
MAY 13 1942

NOTED
E. M. BOOTH

RECEIVED
MAY 11 1942
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

Signed H.S. Swart

Address H.S. Swart, Res. Constr. Engr.
Salem, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.21				3.21
Miles partially completed	3.21				3.21
Miles completed	3.21				3.21
Total estimated quantities	15,000 Cu.	Yd.			12,400 T.
Estimated quantities moved or placed to date	12,600 Cu.	Yd.			12,864 T.
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	18				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	17					4	21
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	7						7
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 2, Mixers Pav. Plant, Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Rain		

STATE PRINTING DEPT.

RECEIVED
FEB 5 1942
FOR FILING

22-1110

February 5, 1942

Warren Northwest, Inc.
Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1941, granted you the extension of time requested, from November 30, 1941, to May 31, 1942, without penalty, in connection with state highway contract No. 2506 for paving the Middle Unit, Crabtree Corner-Lebanon Section of the Santiam Highway, in Linn County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - Mr. F. D. Mason

RECEIVED
SEP 10 1941
FOR FILING

R

22-1110

September 10, 1941

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2506 which was awarded to you on August 14, 1941, by the State Highway Commission covering the Middle Unit, Crabtree Corner-Lebanon Section of the Santiam Highway in Linn County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

GA Secretary

NOTED
D. [illegible] DeSart

RECEIVED
AUG 1 [illegible] 1941

22-1110

August 16, 1941

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express, four copies of Contract No. 2506, which was awarded to you by the State Highway Commission, on August 14, 1941, covering the Middle Unit, Crabtree Corner-Lebanon Section, on the Santiam Highway in Linn County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA Secretary

NOTED
D. C. DeSart

RECEIVED
AUG 16 1941
FOR THE RECORD

22-1110

August 15, 1941

Warren Northwest, Inc.
Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on August 14, 1941, awarded you the contract for 3.2 miles grade-widening and paving on the Middle Unit, Crabtree Corner-Lebanon Section of the Santiam Highway, in Linn County. This award was based on your low bid of $78,707.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AH Secretary

cc - S. H. Probert
G. E. Parson

SN-FAP 306-A-1 Struct. Steel, Morrison Br. Approach, Portland, Pacific Hwy. West 1941

#2507

RECEIVED

FORM E-20 SCH 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

April 23, 1943

3-C-A-1

Subject: Request for release of warrants on final estimates.

To: Mr. H. E. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	4043	2507	4-Final	Poole & McConigle	971.48	239154	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ACCEPTED? Yes. Ok to release a m

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

NOTED
A. L. MONSON

RECEIVED
APR 14
FOR FILE

306-A-1

April 13, 1943

American Surety Company of New York
John H. Burgard & Company
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2507, for furnishing steel for the Morrison Street Bridge on the Pacific Highway West, in Portland, has been completed by the contractor, Poole & McConigle, and that final settlement in the amount of $971.48 will be made on or after April 23, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $9,122.10, and that no force account work was performed therein.

This contract was completed on August 29, 1942, and was accepted by the Commission on October 1, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

RECEIVED
OCT 14 1942
FOR PUBLIC

306-A-1

October 14, 1942

American Surety Company of New York
522 S. W. Fifth Avenue
Portland, Oregon

Attention: W. A. King, Asst. Manager

[redacted]

In reply to your inquiry of October 13, 1942, I wish to advise that Poole & McConigle's contract, No. 2307, for furnishing steel for the Morrison Street Bridge, Portland, was accepted by the State Highway Commission on October 1, 1942.

Very truly yours,

AM

Secretary

COMPANY'S
HOME OFFICE BUILDING

American Surety Company
of New York

F. W. LAFRENTZ
CHAIRMAN OF THE BOARD

A. F. LAFRENTZ
PRESIDENT

K. F. WARRACK, MANAGER
W. A. KING, ASSISTANT MANAGER
OWEN D. WEST, SPECIAL AGENT

BRANCH OFFICE METROPOLITAN DISTRICT
522 S. W. FIFTH AVENUE
TELEPHONE AT 9438

PORTLAND, OREGON

October 13, 1942

Re: 641657-K Poole & McGonigle

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Referring to Bridge Contract No. 2758 with Poole & McGonigle for furnishing steel for Morrison Street Bridge, Contract No. 2507, please let us know if the completed work has now been accepted by the State Highway Commission; and oblige.

Very truly yours,

W. A. KING
ASST. MANAGER

WAK/bvr

REFERRED TO
Miss Morrison
BY SECRETARY
prepare reply

RECEIVED
OCT 14 1942
STATE HIGHWAY COMMISSION

FOR VICTORY
BUY UNITED STATES WAR BONDS AND STAMPS

FIDELITY, SURETY & FORGERY BONDS - CASUALTY INSURANCE

RECEIVED
OCT 14 1941
FOR FILING

3.6.a.1

#2507

October 6, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We return herewith approved copy of proposal forms and special provisions for steel for the Morrison Street Bridge and the construction of the approaches, both contracts proposed as part of the construction of Oregon Federal Aid Project SN-FAP 306-A (1), Front Avenue Section (Washington Street - Clay Street) of the Pacific Highway West.

Very truly yours,

W. M. LYNCH
District Engineer

Encls.

RECEIVED
SEP 10 1941
FOR FILING

R

306-A-1

September 10, 1941

Poole & McKnight
6330 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2507 which was awarded to you on August 14, 1941, by the State Highway Commission covering steel for the Morrison Street Bridge in Multnomah County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

GA Secretary

NOTED
D. DeSart

RECEIVED
AUG 1 6 1941
FOR FILING

R

306-A-1

August 15, 1941

Poole & McGonigle
6330 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express, four copies of Contract No. 2507, which was awarded to you by the State Highway Commission, on August 14, 1941, covering the steel for Morrison Street Bridge in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA

Secretary

NOTED
D. DeSart

RECEIVED
AUG 16 1941
FOR FILING

R

306-A-1

August 15, 1941

Poole & McConigle
6330 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission, on August 14, 1941, awarded you the contract for furnishing structural steel for the Morrison Street Bridge on Harbor Drive in the city of Portland, in Multnomah County. This award was based on your low bid of $9,555.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MK

cc - R. H. Probert
C. H. Purdum

RECEIVED
Aug. 1
FOR

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
August 14, 1941

AUG 16 1941

POST OFFICE BUILDING
PORTLAND, OREGON

306-A-1

R

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 306-A (1), Structural Steel for Morrison Street Bridge on Harbor Drive in the City of Portland, to Poole & McGonigle, Portland, Oregon, who submitted the low and only bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

26-3311 Vista House Repairs
Columbia River Highway 1941

#2508

RECEIVED
JAN 11 1943
FOR FILING

26-3311
2508

January 9, 1943

Mr. Jud Beardsley
1045 North 16th St.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 18, 1942, granted you the additional extension of time requested, from October 31, 1941, to October 14, 1942, without penalty, in connection with contract No. 2508, repairs to the Vista House on the Columbia River Highway, in Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

JH Secretary

cc - Mr. W. C. Williams

RECEIVED
NOV 23 1942
FOR FILING

26-3311
2508

November 23, 1942

United Pacific Insurance Company
Abrams & Ellis, Inc., Agents
Masonic Building
Salem, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2508 for repairing the Vista House on the Columbia River Highway, in Multnomah County, has been completed by the contractor, Mr. Jud Beardsley, and that final payment in the amount of $967.13 will be made on or after December 3, 1942.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise you that the total contract amount is $8,451.68, of which amount $725.86 represents the amount of force account items. This contract was completed on October 16, 1942, but has not as yet been formally accepted by the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

NOTED
A. L. MONSON

RECEIVED
NOV 21 1941
FOR FILING

R

26-3311
2508

November 19, 1941

Mr. Jud Beardsley
1045 North 16th St.
Salem, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 17, 1941, granted you the extension of time requested from September 30 to October 31, 1941, without penalty, in connection with contract No. 2508 for repairs to the Vista House at Crown Point on the Columbia River Highway, in Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MK

cc - E. A. Collier

RECEIVED
SEP 2 1941
FOR FILING

26-3311
2508

R

August 30, 1941

Mr. Jud Beardsley
1045 N. 15th Street
Salem, Oregon

Dear Sirs

We hand you herewith one fully executed copy of Contract No. 2508 which was awarded to you on August 14, 1941, for repairs to the Vista House in Multnomah County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. J. DeSart

RECEIVED
AUG 16 1941
FOR APPROVAL

R

26-3311
2508

August 15, 1941

Mr. Joel Beardsley
1045 North 16th St.
Salem, Oregon

Dear Sir:

The State Highway Commission on August 14, 1941, awarded you the contract for repairs to the Vista House at Crown Point on the Columbia River Highway, in Multnomah County. This award was based on your low bid of $4,190.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

AH Secretary

cc - S. H. Probert
S. S. Pearson

contract forms handed to Beardsley in person 8:15-9 am Aug 16, 1941
AHJ

RECEIVED
AUG 16 1941

R

26-3311
2508

August 15, 1941

Jud Beardsley
1045 N. 16th Street
Salem, Oregon

Dear Sir:

We are handing you herewith, four copies of Contract No. 2508, which was awarded to you by the State Highway Commission, on August 14, 1941, for repairs to the Vista House in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

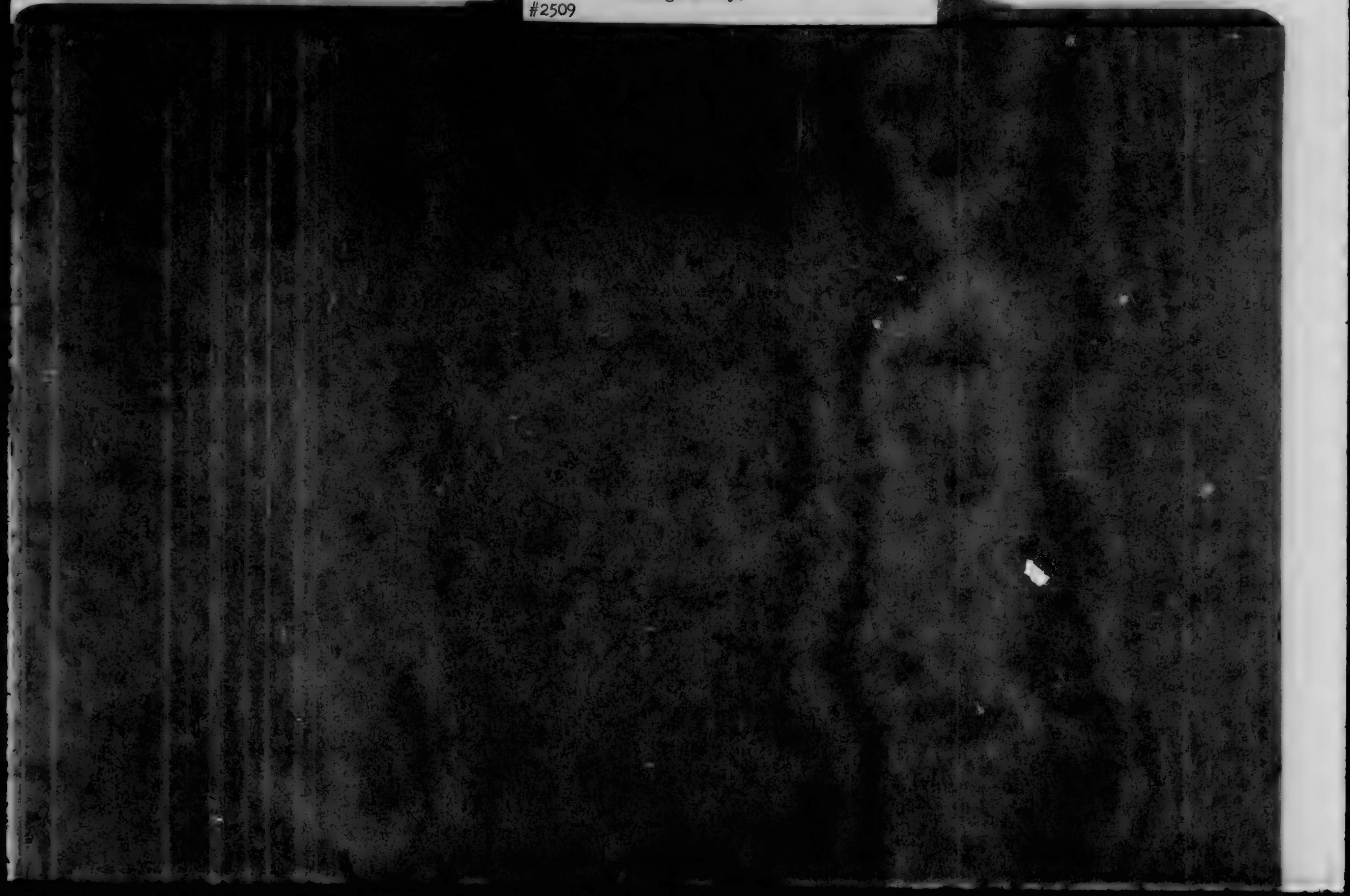
Secretary

CA

NOTED
D. . DeSart

170-A-3 South Milton Sec., Oregon- Washington Hwy. 1941

#2509



RECEIVED
JUL 20 1942
FOR FILING

170-A-2

July 18, 1942

Mr. E. E. Kremer
City Manager
Milton, Oregon

Dear Sir:

I am personally answering your letter addressed to Mr. George H. Odom, since he resigned from the Highway Department some time ago, and his entire department has been abolished for the duration of the war.

I find, however, from looking through the correspondence, that about thirty ponderosa pine trees had died, but it was not considered advisable to try to replant them during May. These will be replanted some time this fall. The project was accepted from the contractor with a cash discount for the cost of replanting the dead trees. This will be done by the Highway Department.

The correspondence indicates that the City was to take over the project and maintain the same, including all necessary sprinkling or irrigation, and Mr. Otjen's letters indicate that he expected the Highway Department to mow these grass seeded to crested wheat, which could be mowed with highway mowing machinery once or twice a year during the regular mowings of the highway roadside, but that the City would take care of the mowing of the lawn areas. Mr. Williams also concurs with this idea of the understanding.

On account of the scarcity of men, the Highway Department did not start the mowing crews out as early as customary, but they are now in the field and I have no doubt that the crested wheat grass will be mowed shortly; however, I will call it to the particular attention of the maintenance engineer in order that the roadside may be kept as neat as consistent with the war effort.

If you have any different view of the understanding, please advise me.

With kindest personal regards, I remain

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc Mr. H. G. Smith
Mr. H. A. Collier
Mr. Paul Woolsey
Mr. L. E. Chandler

Form 60

MILTON CITY

Municipal Electric and Water Utilities

OFFICE OF
CITY MANAGER

MILTON, OREGON

July 15, 1942

Mr. George H. Otten, Landscape Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Otten:

It was our understanding that the roadside development at the south entrance to Milton was to be irrigated by the City and that the State Highway Department would handle mowing and trimming of shrubs. We also understood that any trees which were found to be dead last May were to be replaced. Several of the trees have been removed and to date no replacements have been made. We have quite regularly irrigated all the trees and shrubs and we wonder why there has been no attention paid to mowing. Please advise whether or not our understanding was correct and indicate your plans in regard to this development.

Very truly yours,

CITY OF MILTON, OREGON

H. H. Kramer
City Manager

HHK:dk

RECEIVED
JUL 17 1942
ENGINEER

RECEIVED
JUN 13 1942
FOR FILING

170-A-3

June 12, 1942

General Casualty Co. of America
Eugene Insurance Agency
410 Miner Building
Eugene, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2509, for roadside improvement work on the South Milton Section of the Oregon-Washington Highway, in Umatilla County, has been completed by the contractor, Blair T. Alderman, and that final settlement will be made on or after June 22, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsettled, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $2,532.70, including final payment, and that no force account work was performed thereon. This contract was completed on November 8, 1941, and accepted by the Commission on November 17, 1941.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
FEB 28 1942
R. H. Baldock
R. FLOOR ENG.

February 14th, 1942

Cost Analysis - Semi-Final Report

Oregon-Washington Highway — South Milton Section
Contract No. 2509 — Roadside Improvement — Prefix 30-1130
Blair T. Alderman, Contractor
L. R. Chandler, Resident Engineer

170-A-3

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Removal of Old Pavement	$ 167.99	1,861 sq. yd.	$0.09	$0.15	$279.15
Grading with Blade Grader	163.24	22 hours	7.42	10.00	220.00
Moving Mat'l in Trucks	36.36	78 cu. yd.	0.466	0.50	39.00
Furnishing & Planting Trees, Shrubs & Vines	361.08	All	361.08	750.00	750.00
Preparation for Seeding	318.91	3.53 acre	90.34	180.00	635.40
Seeding	53.04	4.21 "	12.60	15.00	63.15
Peat Moss	96.99	20 bale	4.85	4.00	80.00
Commercial Tankage	55.79	0.5 ton	111.58	70.00	35.00
PA #1, Furnish & Place Water System	575.19	All		506.00	506.00
	$1,828.59	TOTAL			$2,607.70

Gross Revenue	$2,607.70
Total Cost	1,828.59
Net Profit	$779.11

Net Profit Equals 29.9% of Gross Revenue

NOTED
State Highway Engineer

South Milton Section - Roadside Improvement

Detail of Cost

Labor:

Supervision	$200.00	
Labor	507.60	
State Industrial Accident Insurance	46.19	
Unemployment Insurance	15.23	
Social Security	5.07	
		$774.09

Materials:

Bulbous Blue Grass Seed	$5.40	
Crested Wheat Seed	6.84	
Seed	8.10	
Shrubs & Vines	191.90	
Lumber & Nails	12.47	
Peat Moss	50.00	
Tankage	24.00	
Sprinkling System (All)	429.00	
		727.71

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental (Incl. Gas, Oil & Grease)	$218.50	
Small Tools & Misc. Supplies	38.98	
Bond	17.16	
Home Office & Overhead	52.15	
		326.79
T o t a l		$1,828.59

South Milton Section - Roadside Improvement

Remarks:

This was a "Regular Federal Aid Project" and was bid and awarded August 14th, 1941. The contractor began work September 20th, 1941 and completed the work November 8th, 1941. Any replacement planting of plants or shrubs that fail to show normal growth will be done during the month of May 1942. The work consisted of light grading, the planting of trees, shrubs and vines and the preparing and seeding of 4.21 acres to grass.

The grading work was done by the contractor with a #60 cat tractor and dozer, and material was handled with a minimum of time and expense. Other items including furnishing and planting of trees, shrubs and vines, preparation for seeding grass and seeding were also handled very efficiently.

The price agreement for furnishing and placing a water system was slightly low considering the cost of material, and a small loss was shown on this item.

This job was bid fairly high, handled with a small crew in a short time (four working weeks) and showed a very good profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
FEB 6 1942
FOR FILING

MONTANA
OREGON
WASHINGTON 170-A-3

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

February 9, 1942

RECEIVED
FEB 10 1942
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAP 170-A (3)
South Milton Section
Oregon-Washington Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

For

W.P.R.-13149

Form P. R. 2

State Oregon

Federal Aid Project No. 170-A(3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 7th day of May, 1941, a project statement, which was approved on the 1st day of June, 1941, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(3) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 30th day of July 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one thousand, five hundred forty and 00/100

dollars ($ 1,540.00) as the share of the United States payable under said act on account of Section A(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11279

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State [illegible]

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station [illegible] in the NE¼ Sec. 13, T. 5 N., R. 35 E., W.M., and survey station [illegible] in Milton.

, length 0.525 of a mile in Umatilla County, being Section A(3) of Oregon Federal Aid project No. [illegible], consisting of 0.525 of a mile of [illegible] residential improvement.

[illegible]

16—11879 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(3) of said project shall not in any event exceed the sum of one thousand, five hundred forty and 00/100 dollars ($1,540.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two thousand, five hundred seventeen and 33/100 dollars ($2,517.33), the approved total estimated cost of Section A(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 329, Laws 1939 (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JAN - 7 1942, 19__

[redacted] STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
[redacted], State Highway Commission
(Title of officer)

By Thomas E. Lloyd
[redacted], State Highway Commission
(Title of officer)

By _____
[redacted], State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. M. Jeffers
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11870

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. 170-A(3) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 2,517.35 as the total estimated cost of said project, and the sum of $ 1,510.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and ..... JAN - 7 1942

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
JAN 5 1942
FOR FILING

170-A-3

January 3, 1942

General Casualty Company of America
Eugene Insurance Agency
410 Miner Building
Eugene, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Blair T. Alderman on contract No. 2509 covering roadside improvement on the South Milton Section of the Oregon-Washington Highway, in Umatilla County. This payment, in the amount of $186.70, will be made on or after January 13, 1942. The retained percentage is $175.00.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD:AM

Secretary

NOTED
D. DeSart

170-A-3

RECEIVED
FOR FILES
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 8, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 170-A (3), South Milton Section of the Oregon-Washington Highway, was made by a representative of this office on November 25, 1941.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Form E-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

#3.

170-9-3

For Week Ending November 8, 1941

Section South Milton

Kind of work Roadside Improvement

Highway Oregon - Washington

Section prefix 30-1130.

Contractor Blair T. Alderman

Contract number 2509.

Date of contract August 14, 1941

Date of completion November 15, 1941

Date work started September 23, 1941

Estimated date of completion November 15, 1941

Amount of contract . . . . . $ 2688.50

Per cent of time elapsed 93. %

Estimated cost of completed project, exclusive of engineering . . . . . $ 2796.04

Per cent of contract completed, based on total contract price . . . . . 99. %

Engineering cost to date, $ 161., 100. %

Date project was completed 11-8-41, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor has been planting trees and shrubs this week and should finish today.

RAY WEBBER

NOTED
E. M. [illegible]

RECEIVED
NOV 10 1941
[illegible]

RECEIVED
NOV 10 1941
HIGHWAY ENGR.

Signed L. R. Chandler

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAV
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	7				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	T L
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ... 2 pick-ups. . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Rain		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Fair		
Friday	"		
Saturday	Cloudy.		

STATE PRINTING DEPT.

RECEIVED
SEP 19 1941
FOR FILING

170-a-3

#2509

September 17, 1941

Mr. W. M. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the South Milton Section, Project No. FAP 170-A (3).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

Oregon State Highway Department — Federal Aid Project No. 170-A (3)

SOUTH MILTON SECTION OF THE

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 9, 1941

PLANTING IMPROVEMENT

Outside City (Sta. 4+22.5 to 13+07.3)

4	hours	Grading with Blade Grader	$ 10.00	$ 40.00
All Required		Furnishing and Planting Trees and Vines (15%)		112.50
1.5	acres	Preparation for Seeding	180.00	270.00
1.5	acres	Seeding	15.00	22.50
3	bales	Peat Moss	4.00	12.00
		Subtotal		$ 457.00
		10% Engr. & Cont.		45.70
		Total		$ 502.70
		Length	0.167 mile	
		Cost per mile	$ 3,010.17	

Inside City (Sta. 13+07.3 to 30+90)

1,733	sq. yds.	Removal of Old Pavement	$ .15	$ 260.00
26	hours	Grading with Blade Grader	10.00	260.00
200	cu. yds.	Moving Materials in Trucks	.50	100.00
All Required		Furnishing and Planting Trees and Vines (8%)		637.50
2.3	acres	Preparation for Seeding	180.00	414.00
2.3	acres	Seeding	15.00	34.50
22	bales	Peat Moss	4.00	88.00
0.5	ton	Commercial Tankage	70.00	35.00
		Subtotal		$ 1,821.00
		10% Engr. & Cont.		183.15
		Total		$ 2,014.65
		Length	.338 mile	
		Cost per mile	$ 5,960.50	

SUMMARY OF FUNDS REQUESTED

	Total Cost	Federal Aid Funds	State Funds
Outside City	$ 502.70	$ 308.00	$ 194.70
Inside City	2,014.65	1,232.00	782.65
	$ 2,517.35	$ 1,540.00	$ 977.35

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
SEP 2 1941
FOR FILING

170-A-3

August 29, 1941

Elmir T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2509 which was awarded to you on August 14, 1941 by the State Highway Commission covering Roadside Improvement on the South Milton Section of the Oregon-Washington Highway in Umatilla County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA

Secretary

NOTED
D... DeSart

RECEIVED
AUG 18 1941

R

170-A-3

August 26, 1941

Blair T. Alderman
2209 Alder Street
Eugene, Oregon

Dear Sir:

We are sending you today by express, four copies of Contract No. 2509, which was awarded to you by the State Highway Commission, on August 14, 1941, covering the South Milton Section, of the Oregon-Washington Highway, in Umatilla County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA

Secretary

NOTED
D. . DeSart

RECEIVED
AUG 1 6 1941
FOR FILING

170-A-3

August 15, 1941

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

The State Highway Commission, on August 14, 1941, awarded you the contract for 0.51 mile roadside improvement on the South Milton Section of the Oregon-Washington Highway, in Umatilla County. This award was based on your low bid of $2,286.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - S. H. Probert
U. S. Parsons

RECEIVED
AUG 1 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
August 14, 1941

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

170-A-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 170-A (3), South Milton Section of the Oregon-Washington Highway, to Blair T. Alderman, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 30, 1941

170-A-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 170-A (3), the South Milton Section of the Oregon-Washington Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld pending approval of the program containing this item.

Very truly yours,

W. H. LYNCH
District Engineer

July 28, 1941

Mr. W. H. Rynak
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR 46 for the South Milton Section, Project No. FAP 170-A (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department — Federal Aid Project No. 170-A(3)

SOUTH MILTON SECTION OF THE

OREGON-WASHINGTON HIGHWAY IN UMATILLA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 28, 1941

ROADSIDE IMPROVEMENT

Outside City (Sta. 4+22.8 to 13+03.3)

4 hours	Grading with Blade Grader	$ 7.00	$ 28.00
All Required	Furnishing and Planting Trees and Vines (1%)		73.00
1.5 acres	Preparation for Seeding	20.00	30.00
1.5 acres	Seeding	20.00	30.00
3 bales	Peat Moss	4.00	12.00
	Subtotal		$ 173.00
	10% Engr. & Cont.		17.30
	Total		$ 190.30
	Length	0.167 mile	
	Cost per mile	$ 1,152.69	

Inside City (Sta. 13+03.3 to 30+90)

1,730 sq. yds.	Removal of Old Pavement	$ .50	$ 875.00
26 hours	Grading with Blade Grader	7.00	182.00
200 cu. yds.	Moving Materials in Trucks	1.50	300.00
All Required	Furnishing and Planting Trees and Vines (8%)		425.00
2.3 acres	Preparation for Seeding	20.00	46.00
2.3 acres	Seeding	20.00	46.00
22 bales	Peat Moss	4.00	88.00
0.5 ton	Commercial Tankage	80.00	40.00
	Subtotal		$2,002.00
	10% Engr. & Cont.		200.20
	Total		$2,202.20
	Length	.338 mile	
	Cost per mile	$ 6,515.38	

SUMMARY OF FUNDS REQUESTED

	Total Cost	Federal Aid Funds	State Funds
Outside City	$ 192.50	$ 117.00	$ 75.50
Inside City	2,202.20	1,343.00	859.20
	$ 2,394.70	$ 1,460.00	$ 934.70

PROJECT No. RSP 1[illegible]

All necessary right of way has been secured for this project.

[illegible]
[illegible]

[illegible]

SOUTH MILTON SECTION

PROJECT NO. FAP 170-A (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

July 28, 1941

PR 46

Roadside Improvement (South Milton Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 1, 1941 State Oregon

Completion Date (Est.) Nov. 15, 1941 Project No. FAP 170-A (3)

Estimated Total Cost Roadside Improve. $ 2,394.70 Length: Miles .905

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

FORM E-128X 15M 1-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
HURON W. CLOUGH, MEMBER, CANYONVILLE
HERMAN OLIVER, MEMBER, JOHN DAY

COPY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

RECEIVED
FOR FILING

Road Projects Landscaping

170-A-3

SALEM

June 23, 1941

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

RE: Report and Analysis of the South Milton Section Roadside Improvement Project.

Dear Sir:

The South Milton section roadside improvement project is being submitted for your approval. A complete report and analysis for the project indicating the factors which influenced the type of treatment to be used for this section are set forth in the following six sections.

SECTION A

1 - Soil Type:

The soil in the immediate vicinity of this section of highway is of the rolling plains wheat land type.

The United States Department of Agriculture Soil Conservation maps designate this area to be dark grayish-brown loams and silt loams, developed from loess.

2 - Climatological Data: (Recorded at Pendleton)

a - Total Annual Rainfall.

1930	-	10.51 inches
1931	-	12.84 "
1932	-	9.90 "
1933	-	12.93 "
1934	-	10.02 "
1935	-	8.41 "
1936	-	9.66 "
1937	-	13.67 "
1938	-	10.13 "
1939	-	8.94 "

Average for the above period was 10.70 inches. The average for the period 1920 to 1929 was 14.81 inches.

HERMAN CANYON
HILTON M. CLOUTMAN
HERMAN E. CAMPBELL
COMMISSIONERS

b - Temperature:

In 51 years of recording the annual mean temperature was 52.6°.

Highest temperature last year - 100° (August)
Lowest temperature last year - 12° (December)

c - Altitude:

Pendleton - 1,486 feet.

2 - Plant Adaptability:

The trees, shrubs and groundcover plants being used in this project are all hardy species, known to do well in this area.

The types of seed to be used in the seeding work were recommended by the Agronomist of the United States Department of Agriculture, Bureau of Plant Industry, stationed at Corvallis.

SECTION B

1 - General Treatment of Project:

This project is a continuation of the type of treatment provided for on the Pendleton-Adams roadside improvement project already under contract on the same highway.

An attempt is made on this South Milton project to create a feeling of transition from the rural to the urban development by introducing groups of trees and ornamental shrubs and groundcovers to the landscape picture.

SECTION C

The complete list of plant materials to be used is as follows:

1 - Trees:

Acer dasycarpum (Silver Maple)
Ailanthus glandulosa (Tree of Heaven)
Pinus ponderosa (Yellow Pine)
Sorbus aucuparis (Mountain Ash)

2 - Shrubs:

Azalea mollis (Chinese Azalea)
Deutzia gracilis (Slender Deutzia)
Forsythia suspensa fortunei (Forsythia)

2 - Shrubs, Cont:

Spiraea prunifolia (Bridalwreath)
Spiraea thunbergi (Thunberg Spirea)
Spiraea vanhouttei (Vanhoutte Spirea)
Syringa vulgaris violacea (Purple Lilac)

3 - Vines & Groundcovers:

Lonicera japonica halliana (Halls Honeysuckle)

4 - Grass:

Bulbous Blue Grass (Poa bulbosa)
Fairway Strain Crested Wheat (Agro pyron cristatum)

SECTION D

Water:

Water required for the growing of the trees and shrubs is to be supplied by the City of Milton.

SECTION E

Relation of Project to the Six Basic Requirements of the United States Public Roads Administration in Roadside Improvement.

1 - Landscape Grading (flattening, rounding, transition of slopes, etc., and foreign borrow to avoid side borrow.)

2 - Obliteration of Old Roads and Abandoned Highway Structures, Reseiling, Borrow Pits, Etc.

This project includes the removal of the old abandoned pavement, and the old road beds will be completely obliterated by grading and leveling operations.

3 - Topsoiling, Improvement of Existing Soils and Soils Preparation Measures Necessary for Seeding and Planting:

No topsoiling is necessary in this project, however, in the preparation for planting liberal amounts of peat moss and commercial tankage are specified to be incorporated in the soil preparation.

4 - Planting of Trees and Shrubs. (If used as permitted by Local Soil, Slope and Climatic Conditions.)

This contract calls for the planting of trees and shrubs and large quantities of groundcover plants as an entrance attraction into the City of Milton.

5 - Seeding or Planting of Grasses, Succulents or Other Groundcovers as Rendered Desirable and Possible by Existing Soil, Slope and Climatic Conditions.

This contract calls for the seeding to grass of the entire right of way exclusive of the pavement surface, planting areas, sidewalks and roadways.

The types of seed are as follows:

Shoulder Areas: Bulbous Blue Grass.

Other Areas: Fairway Strain Crested Wheat.

6 - Provision for Properly Designed Rest Areas or Scenic Turnouts.

No particular scenic views exist on this section, and turnouts are not required inasmuch as parking space is available on the shoulder areas along the entire project.

SECTION V

Photographic Log of Project

Picture Number One:

South end of the project looking North. The areas from the shoulder to the fence line are to be regraded and seeded to Crested Wheat. Clusters of Native Yellow Pine will be spaced along the fence as accents.

Picture Number Two:

This view shows the old abandoned pavement that is to be removed and a small hog-back cut bank that will be graded out. The area will be planted to trees and shrubs and grass. The cut slope in the background is to be covered with Hall's Honeysuckle.

Picture Number Three:

North end of the project looking South, clearly showing the need of suitable improvements.

Respectfully submitted,

R. H. BALDOCK
CHIEF ENGINEER

H. G. Smith
Construction Engineer

By

George H. Ottem
Landscape Engineer

GHO:FF
cc to: 5 to W.H. Lynch
1 to H.G. Smith
1 to S.H. Probert

RECEIVED
JUN 20 1941
FOR FILING

Maint
Landscaping

170-A-3

June 19, 1941.

CWA 608

Agreement with Board of Park Commissioners of the City of Pendleton

Mr. H. G. Smith

Relative Inclosed Under
Pendleton

Cross Referenced To
Maint
Landscaping

I am handing you two copies of the above-named agreement for your use, and one copy to be sent to the Board of Park Commissioners of the City of Pendleton.

C. B. McCullough

RECEIVED
JUN 30 1941
FOR FILING

Plant
Landscaping

SALEM
June 16, 1941

Agreement with Board of Park Commissioners of the City of Pendleton

Mr. C. B. McCullough

Exhibit Indexed Under
Pendleton

I am handing you herewith, for further disposal, three copies of an agreement with the Board of Park Commissioners of the City of Pendleton providing for the maintenance of the small landscaped area at the junction of the Old Oregon Trail and the Oregon-Washington Highway at the east city limits of Pendleton. I have retained the original for the Commission's records and files.

HBG:AM

Secretary

RECEIVED
MAY 27 1941
FOR FILING
Maint.
Landscaping

May 26, 1941.

Agreement with Board of
Park Commissioners, City of
Pendleton

Mr. H. G. Smith

We are transmitting original and three copies of a proposed agreement between the State Highway Department and the Board of Park Commissioners of the City of Pendleton relating to the maintenance of certain real property after the state has caused the same to be landscaped.

If this agreement meets with your approval, will you please send all four copies out for execution on the part of the Park Commissioners. As soon as they are returned to you, please return them to this office and we will have them signed by the Commission, after which copies will be furnished your office, the office of the Park Commissioners, Mr. Glaisyer's office, and the Division Engineer.

C. B. McCullough

ap/

cc Mr. Devers

103-A-3 W. Unit, Shaniko-Cow Canyon 1941
Sec., Sherman Co.
#2510

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 22 1945
FOR FILING

103-A-3

January 19, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 103-A(3)
West Unit of the Shaniko-Cow Canyon Sec.
Sherman Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

Jon

144pr-12684

Oregon Federal Aid Project No. SN-FAP 103,
Section A(3)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on November 1, 1941 by The Oregon State Highway Commission and on November 27, 1941 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Project No. SN-FAP 103, Section A(3); and

WHEREAS, said project is located on the strategic network of highways and under construction during the period of the emergency declared by the President on May 27, 1941; and

WHEREAS, the Highway Department has requested an increase in the Federal share payable on account of said project as authorized in section 4 of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.), and has requested that the Federal funds approved and set aside to the credit of the project be increased from $60,500.00 to $84,966.00.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-four thousand, nine hundred sixty-six and 00/100 dollars ($84,966.00) as the share of the United States payable under said act on account of Section A(3) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(3) of said project shall not in any event exceed the sum of eighty-four thousand, nine hundred sixty-six and 00/100 dollars ($84,966.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred six thousand, six hundred sixty-four and 80/100 dollars ($106,664.80), the approved total estimated cost of Section A(3) of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on October 24 1944, and the Administrater on DEC - 5 1944.

OREGON STATE HIGHWAY COMMISSION

RECOMMENDED FOR APPROVAL:

By _____
Chairman, State Highway Commission

STATE HIGHWAY ENGINEER

By _____
Member, State Highway Commission

Attest

By _____
Member, State Highway Commission

SECRETARY

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads

Oregon Federal Aid Project No. SN-FAP 103,
Section A(3)

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SE-FAP 103-A(3) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $106,664.00 in lieu of the $60,500.00 approved by Certificate dated November 27, 1941 as the total estimated cost of said project, and the sum of $84,966.00/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and DEC - 5 1944

FEDERAL WORKS ADMINISTRATOR,

By W. H. Fary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

RECEIVED
NOV 2 - 1944
FOR FILING
103-A (3)

October 30, 1944

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Klamath-Cow Canyon Section, Project No. SM-VAP 103-A (3).

Very truly yours,

R. H. Baldock
State Highway Engineer

Dictated by J. W. Nash/GS

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 11, 1944

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed modified project agreement for signature and return to this office for Oregon SN-FAP 103-A(3), Shaniko-Cow Canyon Section of the Sherman Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, ~~together with approved copy of specifications.~~

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
OCT 13 1944
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 1944
FOR FILING

103-A-3

December 22, 1943

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sirs

We are enclosing herewith seven copies of estimate as basis for modified agreement for the West Unit, Shaniko-Cow Canyon Section, Project No. SS-FAP 103-A (3).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. FAP 103-A (3)

FIRST UNIT, SHANIKO-COW CANYON SECTION
OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, October 23, 1943

All Required		Clearing and Grubbing			$ 2,800.00
100	cu. yds.	Structural Excavation	$ 2.00		200.00
30	cu. yds.	Trench Excavation	2.00		60.00
55,000	cu. yds.	General Excavation	.22		12,100.00
58,000	yd. stns.	Short Overhaul	.02		1,160.00
820	C-yd.stns.	Long Overhaul	.30		246.00
5.06	miles	Finishing Roadbed and Slopes	500.00		2,530.00
550	lin. ft.	18" Corr. Metal Pipe	3.00		1,650.00
140	lin. ft.	24" Corr. Metal Pipe	5.00		700.00
500	lin. ft.	Salvaging Culvert Pipe	1.50		750.00
21,000	tons	4½" - 2" Rock in Base	1.25		26,250.00
14,000	tons	3/4" - 0" Rock in Base	1.30		18,200.00
1,000	M-gals.	Sprinkling	2.50		2,500.00
5.06	miles	Preparation of Base	200.00		1,012.00
5,460	tons	Furnishing and Placing Aggregates	3.00		16,380.00
250	tons	Furnishing and Placing 151-200 Asphalt	25.00		6,250.00
190	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.00		4,180.00
			Subtotal		$ 96,968.00
			10% Engr. & Cont.		9,696.80
			Total		$106,664.80

Length 5.055 miles
Cost per mile $ 21,100.85

Federal Aid Funds- $ 84,966.00
State Funds- 21,698.80

$106,664.80

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

103-A-3

May 27, 1943

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

We notified you on March 18, 1943, that final payment, in the amount of $4,914.91, would be made to Porter H. Yett, in connection with state highway contract No. 2510, on or after March 29, 1943. We also advised you that the total amount of the contract was $116,760.89, of which $20.21 represents the amount of force account items.

Since then a change has been made in the amount of the final payment. We are therefore advising you that the final payment, in the amount of $5,569.90 will be made to Mr. Yett in connection with contract No. 2510 on or after June 7, 1943. The corrected total amount of the contract is $117,415.88, of which $20.21 represents the amount of the force account items.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

RECEIVED
FOR FILE

103-A-3

March 18, 1943

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2510 for construction of the West Unit, Shaniko-Cow Canyon Section of the Sherman Highway, in Wasco County, has been completed by the contractor, Porter W. Lett, and that final settlement, in the amount of $4,914.91, will be made on or after March 29, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise you that the total contract amount is $116,760.89, of which amount $20.21 represents force account items.

This contract was completed on September 26, 1942, and was accepted by formal action of the State Highway Commission on December 18, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

RECEIVED
MAR 2 1943
FOR FILING
102-A-3

Salem
February 27, 1943

Mr. E. A. Collier:

We are handing you herewith three executed and one unexecuted copies of an agreement between the State Highway Commission and Porter M. Yett which provides for the stockpiling of material furnished in connection with Mr. Yett's Contract No. 2510 on property owned by the Gladys Schmidt estate, opposite Station 1238 on the Shaniko-Cow Canyon Section of the Sherman Highway.

This document is titled "Agreement" but it really amounts to a lease and for that reason the copies are being forwarded to you.

An executed copy has been forwarded to Mr. Yett and Mr. Claisyer has retained one for the Commission's files.

C. B. McCullough

JM:OA

cc: E. H. Probert
H. G. Smith

RECEIVED
FOR FILING
103-A-3

SALEM
February 23, 1943

Porter W. Yett Agreement
re Stockpiled Material

Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you, herewith, three copies of an agreement between the State Highway Commission and Porter W. Yett, relative to the stockpiling of materials furnished in connection with contract No. 2510, on property owned by the Gladys Schmidt Estate. These were signed by the Commission on February 18, 1943.

I have retained one executed copy for the Commission's records and files and have forwarded a fully executed copy to Mr. Yett.

Secretary

MS

February 23, 1943

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

I am enclosing, herewith, for your records and files, a fully executed copy of the agreement between yourself and the State Highway Commission, relative to the stockpiling of materials furnished in connection with your contract No. 2510, on property owned by the estate of Gladys Schmidt, deceased. This was signed by the Highway Commission on February 18, 1943.

Very truly yours,

RS

Secretary

RECEIVED
JAN 11 1943
FOR FILING

103-4-3

January 9, 1943

Mr. Porter W. Yott
6300 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from June 30 to September 26, 1942, without penalty, in connection with contract No. 2510, West Unit of the Shaniko-Cow Canyon Section of the Sherman Highway, in Wasco County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - W. E. Chandler

RECEIVED
DEC 3 1942
FOR FILING

103-A-3

December 8, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc., Agents
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Porter W. Yett, on contract No. 2510 for construction of the West Unit, Shaniko-Cow Canyon Section of the Sherman Highway, in Wasco County. This payment, in the amount of $3,474.22, will be made on or after December 18, 1942. The retained percentage is $3,500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

be

NOTED
A. L. MONSON

Form E-1—SM—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Final Report

For Week Ending Nov. 27, 1942

Section West Unit Shaniko - Cow Canyon

Highway Sherman

Contractor Porter Yett

Date of contract Aug. 14, 1941

Date work started Apr. 28, 1942

Amount of contract . . . . . $ 112,498

Kind of work Grading and Surfacing

Section prefix 33-1012

Contract number 2510

Date of completion June 30, 1942

Estimated date of completion Sept. 26, 1942

Per cent of time elapsed 128.6 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 112,365.88

Per cent of contract completed, based on total contract price . . . . . 100.0 %

Engineering cost to date, $ 8,824.01, 7.84 %

Date project was completed Sept. 26, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contract was awarded Aug, 14th 1941 but no work was done in 1941 except to do some test drilling and shooting at a new quarry site at Sta. 1227+50. Later the contractor acquired this site and used it.

Actual work was started Apr. 28, 1942 clearing and burning sage brush and moving in and setting up the crusher. The culverts were first salvaged and new culverts installed and lengthened. Grading was started on the West end but due to rain and mud progress was slow, also considerable rock was encountered.

Started crushing rock June 8th and hauling base rock (4½"-2") June 9th. The contractor had some difficulty in keeping the sub-grade prepared ahead of the rock, but managed to keep the grade ready. The grading was completed except for the final finishing July 25, the surfacing was completed Aug. 13th. Some trouble was had with several army convoys going through and keeping in one track causing considerable ravéling and work for the contractor to put Back in shape.

Oiling was started by Babler Bros. August 19th and finished August 24th, except for maintaining and brooming. There were still several hundred yards of maintinance rock to be stock piled at the Dalles-Calif. Hwy. Jct. This was completed to-gether with the final finishing Sept. 26th 1942.

Signed R. L. Hodge

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.06	5.06		5.06	
Miles partially completed	----	------		-----	
Miles completed	5.06	5.06		5.06	
Total estimated quantities (Contract 1)	55,000	35,000Tons	7,500	5,460	
Estimated quantities moved or placed to date	52,204	32,877 Tons	8,010	4,638	
Average daily quantities	740	600	300	930	
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0	0	0	0	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

October 20, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 103-A (3), West Unit, Shaniko-Cow Canyon Section of the Sherman Highway, was made by a representative of this office on September 23, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
OCT 20 1942
STATE HIGHWAY COMMISSION

RECEIVED
OCT 21 1942

10-2-8-2

October 19th, 1942

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 7900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on Contract No. 2510, West Unit, Hamilton-Dee Canyon Section, FA 102-A (3), Parker H. Todd, contractor, from June 30th, 1942 to September 30th, 1942.

This extension was made necessary by war conditions involving the scarcity of competent labor and equipment. It is believed that the contractor did well to complete the job when he did on account of the prevailing conditions.

The extension is recommended without penalty.

Very truly yours,

D. H. BALDOCK
STATE ENGINEER

B

cc to: H. C. Smith

RECEIVED
SEP 21 1942
FOR FILING
103-A-3

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that Porter W. Yett's contract, No. 2510, is approximately 95 per cent complete, and that he has been paid the sum of $103,228.76.

Very truly yours,

AM

Secretary

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

September 18, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Porter W. Yett
Contract #2510

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

FJH:GL
Encl.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
HURON W. CLOUGH, CANYONVILLE
HERMAN OLIVER, JOHN DAY

H. S. CLAGSTON, SECRETARY
SALEM

103-A-2

RECEIVED
FEB 20 1942
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM

J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

Bend, Oregon,
February 13, 1942

February 18, 1942

IN REPLY PLEASE REFER TO FILE NO.

NOTED
C. B. McCullough

Mr. Porter Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Mr. Yett:

On December 16 you were notified by the Highway Department to take care of your powder supplies. I am sending you herewith copies of three letters that have been sent to you by our Resident Engineer, W. S. Hodge, and it seems to date you have done nothing as to disposing of this powder as requested in the letter of December 16.

Will you please advise why this has not been taken care of and what you intend to do with it in the future.

Very truly yours,

Wm. E. Chandler
Division Engineer

WEC:gh
Encl.

cc C. B. McCullough
encl.

H. B. GLAISYER, SECRETARY
HERMAN OLIVER, JOHN DAY
CHAIRMAN, PORTLAND
CANYONVILLE
JOHN DAY

CABELL, CHAIRMAN, PORTLAND
W. CLOUGH, CANYONVILLE
HERMAN OLIVER, JOHN DAY

H. B. GLAISYER, SECRETARY
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. H. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

Madras, Oregon
February 13, 1942

IN REPLY PLEASE REFER TO FILE NO.

Mr. Porter Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

Received your letter dated Feb. 9th stating that you were removing all powder and caps today from the Shaniko job. Was up there today (Feb. 13), and as nearly as I can tell, looking through the cracks, there are 3 boxes of powder there. The building is locked. Please be sure to take care of the powder as soon as you possibly can, as we don't want anything to happen there. The powder is probably not much good now as it is undoubtedly frozen, and it might all be exploded and that would certainly make it safely out of the way.

As to starting work I believe you could start any time now, except that it would not be safe to grade and tear up the present surfacing without a crusher going to put on rock to make the road passable; or to put down the regular base immediately as the grade was finished. It is liable to rain or even snow yet for some time and that country is simply impassable with a little rain unless there is some rock in place. You could install culverts and do some widening and do some of the work, keeping the present surfacing intact for a while until the crusher could get going. The weather is very nice up there at present and has dried out in pretty fair shape. Would like to see you get started.

Yours truly,

W. S. Hodge
Resident Engineer

cc W. E. Chandler

SALEM
H. B. CLAISSEN, SECRETARY
HERMAN OLIVER, JOHN DAY
HURON W. CLOUGH, CANYONVILLE
HENRY F. CABELL, CHAIRMAN, PORTLAND
COMMISSIONERS

H. B. CLAISSEN, SECRETARY
SALEM

R. H. BALDOCK,
STATE HIGHWAY ENGINEER
SALEM
C. S. McCULLOUGH,
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. H. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER

Madras, Oregon
January 30, 1942

COPY

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Porter Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

I went up to the Shaniko job a day or two ago and talked to Mr. Schmidt in regard to the dynamite and what he had done in regard to the matter. He was sick and his son had been sick so that nothing had been done about the powder except that one of the men said they had kept an eye on the place and that it was locked and undisturbed.

However according to the instructions issued the powder should be more adequately taken care of, and I don't believe it would be very safe at Schmidts place as he has no particular place to keep it. So please have it taken care of in some <u>sure</u> way so that it will not be stolen.

Truly yours,

W. S. Hodge
Resident Engineer

cc Mr. W. E. Chandler

H. B. GLAISYER, SECRETARY
HENRY F. CABELL, CHAIRMAN, PORTLAND
HURON W. CLOUGH, CANYONVILLE
HERMAN OLIVER, JOHN DAY
COMMISSIONERS

H. B. GLAISYER, SECRETARY
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
SALEM
J. M. DEVERS
ATTORNEY
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
[redacted]
Madras, Oregon

COPY

Dec. 19, 1941

IN REPLY PLEASE REFER TO FILE NO.

Mr. Porter Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

We have to report all dynamite which Contractors have on hand and how they are safeguarding it, if any on hand.

You don't by any chance have any powder in the little shack you built at the test pits you made on the Shaniko job? Please let me know whether or not there is any powder there, or elsewhere in the vicinity. If there should be, it should be removed to a more secure place. You have or will receive a letter in regard to the matter.

Any developments yet on the Shaniko job?

Very truly yours,

W. S. Hodge
Resident Engineer

cc Mr. W. E. Chandler

RECEIVED
DEC 19 1941
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

December 12, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Ore. FAP 103-A(3)
W. Unit, Shaniko-Cow
Canyon Sec.,Sherman Hwy.

103-A-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

Jon

Wayne-12684

Form P. R. 2

State [redacted]

Federal [redacted] Project No. [redacted](3)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of Nov., 1941

by and between [redacted]

[redacted], constituting

for the purpose hereof, the Highway Department of the State of [redacted] hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [redacted] day of [redacted], 19[redacted], a project statement, which was approved on the [redacted] day of [redacted], 19[redacted], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section [redacted] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [redacted] day of [redacted] 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [redacted]

[redacted]

dollars ($[redacted]) as the share of the United States payable under said act on account of Section [redacted] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State; Chap. 175, Laws 1917; Chap. 51, Laws 1939; Chap. 529, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1259+00 in the SE 1/4 Section 12, T. 7 S., R. 15 E., W. M., the southerly end of Section A(2) of said project, and survey station 1469+05 on The Dalles - California Highway in the NW 1/4 Section 35, T. 7 S., R. 15 E., W. M., with a "Y" connection Station 1465+05 to Station 1471+80,

, length 5.055 miles, in Wasco County, being Section A(3) of Oregon Federal Aid project No. [illegible], consisting of 5.055 miles of roadway and [illegible] bridges, [illegible] of more than 20 feet clear span, [illegible].

10—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(3) of said project shall not in any event exceed the sum of sixty thousand, five hundred and no/100 dollars ($60,500.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred six thousand, six hundred sixty-four and 00/100 dollars ($106,664.00), the approved total estimated cost of Section A(3) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of NOV 27 1941, 19__

[redacted]
(Official title of Highway Department)

By Henry F Cabell

[redacted], State Highway Commission
(Title of officer)

By Hunn W. Clay

[redacted], State Highway Commission
(Title of officer)

By _____

[redacted], State Highway Commission
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. W. Leary

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SE-FAP 103-A(3) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 106,664.00 as the total estimated cost of said project, and the sum of $ 60,500.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and NOV 27 1941

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10129

RECEIVED
NOV 10 1941
FOR FILING

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7/24/41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 5th, 1941

Const
Projects
Primary

Subject: Shaniko-Cow Canyon Section

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

103-A-3

REFERRED TO
Mr. Slaiger
By Chief Engineer

Agenda

Dear Sir:

The Commission is requested to have the authorization increased on the West Unit of the Shaniko-Cow Canyon Section of the Sherman Highway from $85,000 to $120,000. This is due to an increase in contract prices.

The job is scheduled for fall letting.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

REFERRED TO
R. H. Baldock
By Asst. State Highway Engineer

C.P.

RECEIVED
OCT 31 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
OCT 17 1941

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon SN-FAP 103-A (3)
West Unit, Shaniko-Cow Canyon Section
Sherman Highway

POST OFFICE BUILDING
PORTLAND, OREGON

October 16, 1941

103-a-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Senior Highway Engineer

Jeon

RECEIVED
SEP 19 1941
FOR FILING

103-a-3

#2510

R

September 17, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate as basis for project agreement for the West Unit, Shamika-Cow Canyon Section, Project No. PAP 103-A (3).

Very truly yours,

R. H. BARDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. FAP 103-A (3)

WEST UNIT, SHANIKO-COW CANYON SECTION
OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 9, 1941

All Required		Clearing and Grubbing		$ 2,800.00
100	cu. yds.	Structural Excavation	$ 2.00	200.00
30	cu. yds.	Trench Excavation	2.00	60.00
55,000	cu. yds.	General Excavation	.22	12,100.00
58,000	yd. stas.	Short Overhaul	.02	1,160.00
820	C-yd.stas.	Long Overhaul	.30	246.00
5.06	miles	Finishing Roadbed and Slopes	500.00	2,530.00
550	lin. ft.	18" Corr. Metal Pipe	3.00	1,650.00
140	lin. ft.	24" Corr. Metal Pipe	5.00	700.00
500	lin. ft.	Salvaging Culvert Pipe	1.50	750.00
21,000	tons	1½" - 2" Rock in Base	1.25	26,250.00
14,000	tons	3/4" - 0" Rock in Base	1.30	18,200.00
1,000	M-gals.	Sprinkling	2.50	2,500.00
5.06	miles	Preparation of Base	200.00	1,012.00
5,460	tons	Furnishing and Placing Aggregates	3.00	16,380.00
250	tons	Furnishing and Placing 151-200 Asphalt	25.00	6,250.00
190	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	22.00	4,180.00
		Subtotal		$ 96,968.00
		10% Engr. & Cont.		9,696.80
		Total		$106,664.80
		Length	5.055 miles	
		Cost per mile	$ 21,100.85	

Federal Aid Funds- - - -

RECEIVED
SEP 2 1941
FOR FILING

103-A-3

August 28, 1941

Porter W. Hall
6900 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2510 which was awarded to you on August 14, 1941, by the State Highway Commission covering 5.06 miles grading, surfacing and oiling on the West Unit, Stanfield-Coe-yum Section of the Shermam Highway in Umatilla County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. S. DeSart

RECEIVED
AUG 18 1941

R

103-A-3

August 16, 1941

Porter W. Erb
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sirs

We are sending you today by express, four copies of Contract No. 2510, which was awarded to you by the State Highway Commission, on August 14, 1941, covering the West Unit, Shaniko-Cow Canyon Section, on the Sherman Highway in Wasco County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA Secretary

NOTED
D. C. DeSart

RECEIVED
AUG 16 1941

R

103-A-7.

August 15, 1941

Mr. Porter W. Katt
6500 N. E. Ainsworth
Portland, Oregon

Dear Sirs

The State Highway Commission, on August 14, 1941, awarded you the contract for 5.06 miles grading, surfacing and oiling on the West Unit, Shaniko-Dow Canyon Section of the Sherman Highway, in Wasco County. This award was based on your low bid of $112,496.00 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - S. H. Probert
G. S. Paulson

RECEIVED
AUG 1 1941
FOR FILING

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
August 14, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

103-A-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. FAP 103-A (3), West Unit, Shaniko-Cow Canyon Section of the Sherman Highway, to Porter W. Yett, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
AUG 13 1941
FOR FILING

103-A-3

Salem, Oregon
August 12, 1941

Mr. W. E. Chandler
Highway Division Engineer
1290 Wall Street
Bend, Oregon

Dear Sir:

We are sending herewith a copy of a letter from W. E. Lynch requesting certain changes in the grading plans for the Shaniko-Cow Canyon Project.

In compliance with this request, we have revised the typical cross-section sheet to show how and where the changes are to be accomplished. Copies of the revised sheet are being sent under separate cover.

Please make such arrangements as are necessary to insure conformance with Mr. Lynch's wishes. The changes will have to be worked out as "changes during construction," as it is too late to incorporate the changes in the bidding plans.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc to Mr. H. G. Smith

August 12, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

This is to advise that, in connection with the Shoshone-Owyhee Canyon Project, SH-FAP 103-A (3), we will provide widened shoulders at intervals and change slopes into side borrow ditches, as requested in your letter of August 9.

Lack of time before the date fixed for the opening of bids will prevent the incorporating of these changes in the bidding plans, but the nature of the changes is such that they can as well be carried out after the contract is awarded.

The typical cross-section sheet of the plans has been revised to show the desired changes, and copies of the revised sheet are being sent under separate cover.

Very truly yours,

E. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

August 9, 1941

RECEIVED
AUG 11 1941
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S. & E. for Oregon Federal Aid Project SN-FAP 103-A (3), the West Unit of the Shaniko-Cow Canyon Section of the Sherman Highway, for which bids will be received August 14th.

The plans show a typical section having 4:1 slopes extending for variable distances where side borrow is to be obtained. These 4:1 slopes should be limited to 12 feet horizontally to comply with previous instructions. It is requested that a revised section sheet be submitted.

10' Shldr
1210 - 1230 on S
1300 - 1320 on N
1425 - 1445 on S

Since this project is on a route recommended for designation by both yourselves and this office as a part of the strategic network, we believe consideration should be given to the construction of widened shoulders at intervals to provide for parking space. As the country traversed by this project is comparatively flat, it does not seem there should be any difficulty in providing for these parking spaces. This could be shown on the revised section sheets above requested.

Will you please advise at your early convenience as the bids on this work are to be opened August 14th.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 7 1941
FOR FILING

Donat
Projects
Primary Hwys
103-A-3

August 6, 1941

Shanike-Cow Canyon Section

Mr. S. H. Prebert

The Commission approved increasing the budget for the West Unit of the Shanike-Cow Canyon Section of the Sherman Highway from $85,000 to $120,000.

C. B. McCullough

RECEIVED
FOR [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
July 29, 1941

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

103-A-3

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project FAP 103-A (3), the West Unit of the Shaniko-Cow Canyon Section of the Sherman Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Prompt submission of the bid tabulation and agreement estimate will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

July 24, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 5900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of form PR 46 to accompany plans and specifications for the West Unit, Shaniko-Cow Canyon Section, Project No. PAP 103-A (3).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Additional copies of the title sheet will be sent to you as soon as we are able to obtain Mr. Baldock's signature.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KH
Encl.

Oregon State Highway Department

Federal Aid Project
No. FAP 103-A (3)

WEST UNIT, SHANIKO-COW CANYON SECTION
OF THE SHERMAN HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 24, 1941

All Required		Clearing and Grubbing		$ 500.00
100	cu. yds.	Structural Excavation	$ 2.00	200.00
30	cu. yds.	Trench Excavation	2.00	60.00
53,000	cu. yds.	General Excavation	.45	24,750.00
58,000	yd. stas.	Short Overhaul	.01	580.00
820	C-yd.stas.	Long Overhaul	.50	410.00
5.06	miles	Finishing Roadbed and Slopes	300.00	1,518.00
550	lin. ft.	18" Corr. Metal Pipe	2.50	1,375.00
140	lin. ft.	24" Corr. Metal Pipe	3.50	490.00
500	lin. ft.	Salvaging Culvert Pipe	1.00	500.00
21,000	tons	4½" - 2" Rock in Base	1.35	28,350.00
14,000	tons	¾" - 0" Rock in Base	1.40	19,600.00
1,000	M-gals.	Sprinkling	2.00	2,000.00
5.06	miles	Preparation of Base	100.00	506.00
5,460	tons	Furnishing and Placing Aggregates	2.30	12,558.00
250	tons	Furnishing and Placing 151-200 Asphalt	23.00	5,750.00
190	tons	Furnishing and Placing MC-3 or Emulsified Asphalt	22.00	4,180.00
		Subtotal		$103,327.00
		10% Engr. & Cont.		10,332.70
		Total		$113,659.70
		Length	5.055 miles	
		Cost per mile	$ 22,484.60	

Federal Aid Funds- -	$ 42,000.00
State Funds- -	71,659.70
	$113,659.70

WEST UNIT, SHANIKO-COW CANYON SECTION

PROJECT NO. FA 103-A (3)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

July 24, 1941

PR 46

Roadway (West Unit, Shamika-Cow Canyon)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 1, 1941 State Oregon

Completion Date (Est.) June 30, 1942 Project No. FAP 107-A (3)

Estimated Total Cost Rdwy. $ 113,659.70 Length: Miles 5.055

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	12,000
2	Aggregates	Cy.	105,000	7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	30,000
5	Timber piling	Lft.					

14-4203 Hood River Rock Prod. Proj., 1941
Columbia River & Mt. Hood Hwys.
#2511 Changed to 14-8301 (1945)

RECEIVED
DEC 3 - 1942
FOR FILING

14-4203

LOFTS & SON

December 2, 1942

Lofts & Son
Hood River, Oregon

Gentlemen:

We refer to your letter of November 28, concerning the haul adjustment made in connection with the final payment to A. E. Ballagh on the Hood River Rock Production Project, Contract No. 2511.

This haul adjustment was made in accordance with the provisions of Articles 22-10 and 22-17 of the contract, and had nothing to do with the taking of rock in state trucks, except that the reduced haul on the materials so taken entered into the haul adjustment the same as the changes in haul on other materials. The haul adjustment amounted to 1,473.4 cubic yards of haul. The rock taken in state trucks totaled 502.9 cubic yards.

Haul adjustments of this kind are made on all rock production projects, except those on which the hauling is bid separately from the crushing and paid for at a yard-mile price. The purpose of haul adjustments is to take care of any increases or decreases in average haul distance that may result from changes in stockpile locations and other details having to do with the distribution of the rock. They compensate the contractor for any extra haul he may be required to make, and they protect the State against payment for haul that the contractor is relieved of making.

Relative to the right of the State to take rock in state trucks, and the obligation of the contractor to furnish such rock as the State may wish to take in that manner, we refer you to Article 22-10 of the contract.

We trust that the above explanation will clarify this matter.

Very truly yours,

R. H. Baldock
Chief Engineer

cc to A. E. Ballagh
E. E. Chandler

A. C. LOFTS ARTHUR C. LOFTS JR.

LOFTS & SON

EXCAVATIONS
DEVELOPMENT WORK

WASHED SAND - GRAVEL - CRUSHED STONE

PHONE 4111

FUEL OILS
COAL
CEMENT

Hood River, Oregon

Nov. 2nd, 1942

Oregon State Highway Commission,
Salem, Oregon.

Attention of: Mr. H. B. Glaisyer, Sec.

Gentlemen:-

Refering to Contract #2511, Job Prefix # I4-4203.

In checking over the final estimate as paid to Mr. A. S. Wallace, for whom we produced the rock called for in the contract, we find the following deduction:

Haul adjustment in favor of State- 1,455.4 cu. yds hauled by state trucks @ 7¢, amounting to $101.88.

The state trucks did haul this rock from our bunkers when and as they wanted it. The bunkers were as handy for them as the stockpile sites and further more, the state had no means of loading the rock into the trucks other than by hand.

Our stockpiling trucks moved out of the way and let the maintainance crew get their two cu. yd. loads whenever they came into the plant and in this manner were a real service to the state.

We know that our cooperation with your crew was a real service and saving to the state and we feel that this rather small deduction is unjust and should be corrected.

Trusting that you will see fit to correct this item, we are

Yours very truly,

LOFTS & SON,

BY Arthur C. Lofts Jr.

RECEIVED
NOV 30 1942
STATE HIGHWAY COMMISSION

RECEIVED
OCT 1 1942
FOREMAN

14-4-03

October 15, 1942

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sirs

The State Highway Commission, at its meeting on October 1, 1942, granted you the extension of time requested, from March 31 to August 14, 1942, without penalty, in connection with contract No. 2511 for the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways, in Hood River and Wasco Counties.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - W. L. Chandler

RECEIVED
FOR FILING

14-J 2 2 2

October 8, 1942

United States Fidelity & Guaranty Co.
Mr. Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2511 for work on the Hood River Rock Production Project Section on the Columbia River and Mt. Hood Highways, in Hood River and Wasco Counties, has been completed by the contractor, Mr. A. S. Wallace, and that final settlement will be made on or after October 19, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $16,545.28, including final payment, of which $69.12 is for force account work. This contract was completed on August 14, 1942, and accepted by the Commission on October 1, 1942.

Very truly yours,

STATE HIGHWAY COMMISSION

By

hsw Secretary

NOTED
A. L. MONSON

RECEIVED
NOV 9 1942
FOR FILING

14-4203

October 7, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss
Bedell Building
Portland, Oregon

[redacted]:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace, on contract No. 2511, covering the Hood River Rock Production Project, in Hood River and Wasco Counties. This payment, in the amount of $691.47, will be made on or after October 17, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

Form E-1—SM—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept 12, 19 42

Section Hood River — *Kind of work* Rock Production

Highway Col River- Mt Ho d Loop — *Section prefix* 14-4203

Contractor A. S. Wallace — *Contract number* 2511

Date of contract Sept 4, 19 41 — *Date of completion* March 31, 19 42

Date work started March 5, 19 42 — *Estimated date of completion* August 14, 19 42

Amount of contract . . . . . $ 16,300.00 — *Per cent of time elapsed* ____ %

Estimated cost of completed project, exclusive of engineering . . . . . $ 16,300.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1916.58, ____ % — *Date project was completed* August 14, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This Project is completed and Semi-Final Estimate and all data shipped to Division Office on Monday Tuesday August the 8th. This is the final report on thi s Section unless some thing further comes up.

RECEIVED
SEP 14 1942
OFFICE OF ENGINEER
CONSTR.

NOTED
E. M. [illegible]

Signed [signature]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
OCT - 7 1941
FOR FILING

14-4203

October 7, 1941

Raymond G. Weiss
United States Fidelity and Guaranty Co.
Bedell Building
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of the following contracts which were awarded to A. S. Wallace by the State Highway Commission on September 4, 1941.

Contract No. 2511, covering the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways in Hood River and Wasco Counties.

Contract No. 2512, covering the Beatty-Paradise Creek Section of the Klamath Falls-Lakeview Highway in Klamath County.

Contract No. 2513, covering the Gilliam County Line-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties.

Inasmuch as you are surety for the contractor on these jobs we are sending you these copies of the contracts for your records and files.

Yours very truly,

OA Secretary

NOTED
D. G. DeSart

RECEIVED
OCT - 7 1941
FOR FILING

14-4203

October 7, 1941

A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express three fully executed copies of each of the following contracts which were awarded to you by the State Highway Commission on Sept. 4, 1941:

Contract No. 2511, covering the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways in Hood River and Wasco Counties.

Contract No. 2512, covering the Beatty-Paradise Creek Section of the Klamath Falls-Lakeview Highway in Klamath County.

Contract No. 2513, covering the Gilliam County Line-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties.

We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

NOTED
D. G. DeSart

RECEIVED
SEP 9 1941
FOR FILING

14-4-203

R

September 5, 1941

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2511, which was awarded to you on September 4, 1941, by the State Highway Commission on the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways, in Hood River and Wasco Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. [illegible] DeSart

RECEIVED
SEP 8 1941
FOR FILING

14-4203

September 5, 1941

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

The State Highway Commission on September 4, 1941, awarded you the contract for the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways, in Hood River and Wasco Counties. This award was based on your low bid of $16,300.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - C. H. Prohoroff
O. S. Peterson

18-4210 Beatty-Paradise Creek Rock Prod.,
Klamath Falls-Lakeview Hwy. 1941

RECEIVED
OCT 1 (19?)

18-4210

October 15, 1942

Mr. A. A. Wallace
Roseburg, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 1, 1942, granted you the extension of time requested, from April 30 to July 29, 1942, without penalty, in connection with contract No. 2512 for the Beatty-Paradise Creek Rock Production Project on the Klamath Falls-Lakeview Highway, in Klamath County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MH Secretary

cc - R. L. Chandler

RECEIVED
OCT
FOR FILING

18-4210

October 8, 1942

U. S. Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2512 for work on the Beatty-Paradise Creek Section of the Klamath Falls-Lakeview Highway in Klamath County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made on or after October 19, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $33,216.89, including final payment, and that no force account work was performed therein.

This contract was completed on July 29, 1942, and accepted October 1, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
A. L. MONSON

RS

RECEIVED
AUG 7 1942
FOR FILING

18-42.10

August 6, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace on contract No. 2512, covering the furnishing of crushed rock on the Beatty-Paradise Creek Section of the Klamath Falls-Lakeview Highway, in Klamath County. This payment, in the amount of $11,834.63, will be made on or after August 17, 1942. The retained percentage is $1,002.85.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

NOTED
D.G. DeSart

Form B-1—636—9-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 1, 1942

Section Beatty - Paradise Creek — Kind of work Rock Production

Highway Klamath Falls - Lakeview — Section prefix 18-4210

Contractor A. S. Wallace — Contract number 2512

Date of contract September 4, 1941 — Date of completion April 30, 1942

Date work started May 4, 1942 — Estimated date of completion July 29, 1942

Amount of contract . . . . . $ 23372.50 — Per cent of time elapsed 134 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 33429.

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 961., 4.1 % — Date project was completed July 29, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractors crew fencing stockpile sites and tearing down plant.

Project completed on July 29.

Semi-final estimate completed and mailed to Division Engineer on July 30.

Wm. E. Chandler inspected project on July 28.

NOTED
RAY WEBBER

RECEIVED
AUG 3 - 1942

NOTED
E. M. [illegible]

Signed John T. Burch

Address Bly, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			18.5		
Miles partially completed			18.5		
Miles completed			18.5		
Total estimated quantities			15200.		
Estimated quantities moved or placed to date			15300.		
Average daily quantities			325.		
Average daily quantities necessary to complete project on time			—		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			9		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	Supervision		1				
Men and teams	Skilled Labor		3				
Men and trucks under 3 tons	Intermediate Grade		5				
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., . Trucks - 2 ....., ..., ...

	WEATHER	HRS DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	Clear		

STATE PRINTING DEPT.

RECEIVED
OCT - 7 1941
FOR FILING

18-V210

October 7, 1941

A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express three fully executed copies of each of the following contracts which were awarded to you by the State Highway Commission on Sept. 4, 1941:

Contract No. 2511, covering the Hood River Rock Production Project on the Columbia River and Mt. Hood Highways in Hood River and Wasco Counties.

Contract No. 2512, covering the Beatty-Merrill Creek Section of the Klamath Falls-Lakeview Highway in Klamath County.

Contract No. 2513, covering the Gilliam County Line-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties.

We are also sending an executed copy to the surety on your bonds. This copy is for your records and files.

Yours very truly,

CA Secretary

RECEIVED
SEP 30 1941
FOR FILING

COPY

UNITED STATES FIDELITY and GUARANTY COMPANY

18-4210

Portland Office
1112 Bedell Building, Portland, Oregon
Telephone ATwater 8511

September 20, 1941

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: A. S. Wallace - Roseburg, Oregon

Under separate cover we are forwarding you by Express the following contracts and bonds on behalf of the above:

Contract No. 2511 - - - - - - - - - - - - -

Contract No. 2512 - Furnishing 10,200 Cu. Yds. Crushed Rock in Stockpiles
Beatty-Paradise Creek Section
Klamath County
Klamath Falls-Lakeview Highway

Contract No. 2513 - Furnishing 10,000 Cu. Yds. Crushed Material in Stockpile
Gilliam County Line Umatilla Section
Morrow and Umatilla Counties
Columbia River Highway

Very truly yours,

(Signed) R. C. Weiss
Supt. Surety Dept.

RCW/jk
cc: Commercial Abstract Co.
Roseburg, Oregon

original filed in 14-4203

RECEIVED
SEP 9 1941
FOR FILING

18-4210

R

September 5, 1941

Mr. A. E. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2512, which was awarded to you by the State Highway Commission on September 4, covering the Reddig-Paradise Creek Rock Production Project on the Klamath Falls-Lakeview Highway, in Klamath County

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. DeSart

1941
OR FILING
18-4210

September 5, 1941

Mr. A. E. Wallace
Roseburg, Oregon

Dear Sir:

The State Highway Commission on September 4, 1941, awarded you the contract for the Beatty-Paradise Creek Rock Production Project on the Klamath Falls-Lakeview Highway, in Klamath County. This award was based on your low bid of $23,372.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - S. H. Probert
C. S. Freeman

25-4203 Gilliam Co. Line-Umatilla Rk. Prod.
Columbia River Highway 1941

2513

RECEIVED
JUL 6 1942
FOR FILING

25-4208

July 3, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Attention Frank J. Burney

In accordance with your letter of June 26 you are advised that contract No. 2513, with A. S. Wallace, was completed November 29, 1941, and accepted by the State Highway Commission December 18, 1941.

The total amount of money paid on this contract was $17,351.39.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATwater 7321

June 26, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: A. S. Wallace
Contract #2513

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HORNER
Division Credit Manager

FJH:GL
Encl.

RECEIVED
JUN 30 1942
STATE HIGHWAY COMMISSION

RECEIVED
FEB 2 1942
FOR FILING

25-423

February 2, 1942

U. S. Fidelity & Guaranty Company
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2513 for work on the Gilliam County Line-Umatilla Section of the Columbia River Highway, in Morrow and Umatilla Counties, has been completed by the contractor, A. S. Wallace, and that final settlement will be made on or after February 12, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $17,351.39, including final payment, and that no force account work was performed therein. This contract was completed on November 29, 1941, and accepted by the Commission December 18, 1941.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM Secretary

NOTED
D. , DeSart

R.H. Baldock

25-4203

RECEIVED
JAN 26 1942
FOR FILING

January 20th, 1942

Semi-Final Cost Analysis

Gilliam County Line-Umatilla — Columbia River Highway
Contract No. 2513 — Prefix 25-4203

Rock Production
A. S. Wallace, Contractor
E. G. Bickmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Mat'l in S.P.	$5,365.76	4,182.2 Cu. Yd.	$1.283	$1.65	$6,900.63
½"-¼" " " " "	4,634.51	3,612.2 " "	1.283	1.65	5,960.13
¼"-10 Mesh " " " "	3,000.04	2,338.3 " "	1.283	1.60	3,741.28
Clearing & Grubbing of Stockpile Sites	52.03	All			200.00
Leveling of Stockpile Sites	16.97	All			200.00
S.P. Screen Rejects in Stockpile	331.88	1,327.5 Cu. Yd.	0.25	0.25	331.88
	$13,401.19				$17,333.92

Gross Revenue	$17,333.92
Total Cost	13,401.19
Net Profit	$3,932.73

Net Profit Equals 22.7% of Gross Revenue

NOTED

Detail of Cost

Labor:

Supervision	$1,524.30	
Labor	3,461.28	
State Industrial Accident Insurance	388.88	
State Unemployment & Social Security	249.28	
		$5,623.74

Equipment Rental, Supplies & Misc.:

Equipment Rental	$4,172.90	
Gas, Oil & Grease	1,769.40	
Freight & Cartage	256.75	
Small Tools & Misc. Supplies	125.91	
PL & PD Insurance	99.83	
Lumber (Plant Set-Up)	843.63	
Bond	173.34	
Home Office	335.69	
		7,777.45
Total		$13,401.19

Breakdown of Crushing Costs

	Cost	Quantity Produced	Unit Cost per Cu. Yd.
Move In & Set Up	$2,408.56	10,132.7 Cu. Yd.	$0.231
Load & Haul to Crusher (Dragline)	1,328.72	" " "	0.125
Crush	4,949.29	" " "	0.472
Stockpile	515.70	" " "	0.048
	$9,202.27		
Screen Rejects - 1,327.5 cu. yd. at $0.25	- 331.88		
Sub-Total	$8,870.39		$0.876
Haul to Stockpile	4,129.92		0.407
	$13,000.31		$1.283

Sizes & Quantities of Rock Produced

3/4" - ½" Crushed Material in Stockpile	4,182.2 Cu. Yd.
1/2" - 1/4" " " " "	3,612.2 " "
¼"-10 Mesh " " " "	2,338.3 " "
	10,132.7 Cu. Yd.
1/4" - 0 Screen Rejects	1,327.5 Cu. Yd.

REMARKS:

This was a "State Project" and consisted of the furnishing and stockpiling of 10,000 cu. yd. of crushed gravel material. It was bid September 4th, 1941; the contractor moved in September 28th, and finished November 30th, 1941.

Mr. Saxton's equipment was used on the job, consisting of one PD 40 motor and 1 cu. yd. dragline, one 15" x 36" jaw crusher, one 2'4" gyratory crusher, one 3' x 6' shaker screen, one 3' x 10' triple-deck screen, two PD 40 motors, one 120 Cummings motor, one 70' bucket line and belts and other miscellaneous small equipment. Hauling was done with six 4 cu. yd. trucks.

The contractor spent three weeks setting up and another week before getting into full production but produced 10,000 cu. yds. in five working weeks of production. Low overhead costs, a good pit with little scalpings to waste and good daily production resulted in low unit costs.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
DEC 30 1941
FOR FILING

OR-4203

December 29, 1941

U. S. Fidelity & Guaranty Company
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace, on contract No. 2513, covering the Gilliam County Line-Umatilla Section of the Columbia River Highway, in Morrow and Umatilla Counties. This payment, in the amount of $8,849.77.00, will be made on or after January 8, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D DeSart

Form E-1—336—10-40

(6) R

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

Section Gilliam Co. Line-Umatilla

Highway Columbia River

Contractor A. S. Wallace

Date of contract Sept. 4, 1941, 19

Date work started October 21, 1941, 19

Amount of contract $16,783.50

Estimated cost of completed project, exclusive of engineering $16,783.50

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $, %

For Week Ending Nov. 29, 1941, 19

Kind of work Furnish Maintenance Materials

Section prefix 25-4203

Contract number 2513

Date of completion Mar 31, 1942, 19

Estimated date of completion Nov. 29, 1941, 19

Per cent of time elapsed 41.5%

Date project was completed November 29, 1941, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on the above project will be completed by 4 P.M. this date unless some unforseen delay developes.

All stock piles have been measured except those at the plant which are being finished now.

NOTED
RAY WEBBER

RECEIVED DEC 10 1941 STATE HIGHWAY ENGR.

NOTED
E. M. BOOTH

Signed E. G. Buchmore

Address Arlington Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			10 000		
Estimated quantities moved or placed to date			Complete		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants ...1...,

Compressors ....., Bulldozers ...1...., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Rain		

STATE PRINTING DEPT.

RECEIVED
OCT - 7 1941
FOR FILING

25-4203

October 7, 1941

A. S. Wilkes
Roseburg, Oregon

Dear Sir:

We are sending you today by express three fully executed copies of each of the following contracts which were awarded to you by the State Highway Commission on Sept. 4, 1941:

Contract No. 2511, covering the Hood River Rock Protection Project on the Columbia River and Pt. Hood Highways in Hood River and Wasco Counties.

Contract No. 2512, covering the Beatty-Paradise Creek Section of the Klamath Falls-Lakeview Highway in Klamath County.

Contract No. 2513, covering the Gilliam County Line-Umatilla Section of the Columbia River Highway in Morrow and Umatilla Counties.

We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Yours very truly,

OA Secretary

RECEIVED
SEP 30 1941
FOR FILING

COPY

R

UNITED STATES FIDELITY and GUARANTY COMPANY

25-4203

Portland Office
1112 Bedell Building, Portland, Oregon
Telephone ATwater 8511

September 20, 1941

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: A. S. Wallace - Roseburg, Oregon

Under separate cover we are forwarding you by Express the following contracts and bonds on behalf of the above:

Contract No. 2511 - - - - - - - - - - - -

Contract No. 2512 - Furnishing 10,200 Cu. Yds. Crushed Rock in Stockpiles
Beatty-Paradise Creek Section
Klamath County
Klamath Falls-Lakeview Highway

Contract No. 2513 - Furnishing 10,000 Cu. Yds. Crushed Material in Stockpile
Gilliam County Line Umatilla Section
Morrow and Umatilla Counties
Columbia River Highway

Very truly yours,

(Signed) R. C. Weiss
Supt. Surety Dept.

RCW/jk
cc: Commercial Abstract Co.
Roseburg, Oregon

original filed in 14-4203

RECEIVED
SEP 9 1941
FOR FILING

25-420

R

September 5, 1941

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today by express four copies of contract No. 2513, which was awarded to you by the State Highway Commission on September 4, 1941, covering the Gilliam County Line-Umatilla Rock Production Project, on the Columbia River Highway, in Morrow and Umatilla Counties.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

RECEIVED
SEP 8 1941
FOR FILING
25-4203

R

September 5, 1941

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

The State Highway Commission on September 4, 1941, awarded you the contract for the Gilliam County Line-Umatilla Rock Production Project on the Columbia River Highway, in Morrow and Umatilla Counties. This award was based on your low bid of $16,783.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RB

cc - R. H. Probert
C. S. Pennon

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AUG 7 1941
FOR FILING

Const
Projects
Primary Hwys.
25 - 4203

August 6, 1941

Viento-Mosier Rock Production
Gilliam Co. Line-Umatilla Rock
Production

Mr. J. N. Bishop

Mr. H. G. Smith

The Commission authorized an expenditure of $20,000 for the Viento-Mosier Rock Production Project and $17,000 for the Gilliam County Line-Umatilla Rock Production Project.

C. B. McCullough

RECEIVED
NOV 10 1941
FOR FILING

32
1/28/41

R

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15th, 1941

Const
Projects
Primary

Subject: Viento-Mosier and Gilliam Co.
Line-Umatilla Rock Productions

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

25-4203

L

REFERRED TO
W. Blanchard
By Chief Engineer
Agenda

Dear Sir:

Will you kindly secure approval of the Commission for the Viento-Mosier rock production project in the amount of $20,000; and the Gilliam County Line-Umatilla rock production project in the amount of $17,000.

These rock production projects are in the 1942 maintenance material program.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

C. P.

L

SN-FAP 306-A-1 Morrison St. Bridge, 1941
Pacific Hwy. W. (Approach)
#2514

RECEIVED
JUL 10 1945
FOR FILING

306-A-1

Cont #2314

July 7, 1945

Mr. George W. Dusk
Roadmaster, Multnomah County
601 Court House
Portland 4, Oregon

Dear George:

Reference is made to your communication of June 14 and my acknowledgment of June 19, concerning complaint of the Portland Traction Company in regard to the west end of the Morrison Street Bridge.

As promised to you in our letter of June 19, we have had this matter investigated in the field, and do not find any evidence to disclose that any of the construction work performed by the Highway Department was faulty. This structure, as you know, was completed in 1942, and great care was taken to secure full compaction of the fill adjacent thereto. The settlement complained of is rather small, and our experience has been that even larger movements at bridge ends are not uncommon and may be expected, in spite of every precaution taken during the construction period.

In view of the above facts, we believe that any work necessary to remedy this situation is simply in the category of ordinary street maintenance, and since Morrison Street is not one of the streets designated as a highway route, we do not believe this maintenance is our responsibility.

We have no desire to be uncooperative, and if you feel that we are not in possession of all the facts, we will be glad to discuss this matter with you further. On the face of the data presented, however, we do not believe it is an obligation which we can legally undertake.

Very truly yours,

G. S. McCullough
Assistant State Highway Engineer

GSMcC:ej
cc: Mr. E. A. Collier

FORM E-30 2SM 6-43

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 2, 1945

SUBJECT:

To: C. B. McCullough
Assistant State Highway Engineer
D e p a r t m e n t

Dear Sir:

Herewith letter from Frank Young concerning a settlement of a few inches in Morrison Street at the West end of new abutment for overpass of Harbor Drive in Portland.

This structure was completed in 1942 and great care was taken to secure full compaction of the fill adjacent thereto. Even larger settlements than this are quite common at bridge ends and their repair is considered maintenance.

I concur with Mr. Young and suggest a letter to Multnomah County and Portland Traction Company advising them we do not consider this repair as part of our responsibility.

Very truly yours,

E. A. Collier
Maintenance Engineer

EAC:FW

cc F. T. Young

RECEIVED
JUN 20 1945
FOR FILING

Const
Projects
Municipal Parts
Front Ave.

June 19, 1945

Mr. George W. Bunk
Recorder, Multnomah County
601 Court House
Portland 4, Oregon

Dear George:

Reference is made to your communication of June 14 addressed to Mr. Baldock and transmitting complaint from the Portland Traction Company in regard to the west end of the Morrison Bridge.

I had this letter in my brief case all day yesterday, and I forgot to mention it to you and forgot to look at it. All of which indicates that I am getting old. I am handing it to Pannon (one of our younger men) this morning. He is going to Portland, and will take a look at it.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:ej

GEORGE W. BUCK
ROADMASTER
COUNTY ENGINEER

COUNTY OF MULTNOMAH
OFFICE OF THE ROADMASTER
601 COURT HOUSE
PORTLAND, OREGON

June 14,1945

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Mr. Baldock:-

We have a complaint from the Portland Traction Company of the settlement at the west end of the Morrison Bridge where the Highway Department constructed the undercrossing for Harbor Drive and raised the grade of the approach, so that they have difficulty in operating on account of the sharp bend in their rails.

As the Highway Department did this construction work, and it is faulty, it would seem to us that they should eliminate this condition and bring the approach up to its true grade.

May I hear from you in the near future in regard to this matter?

Respectfully yours,

Geo W Buck

GEO. W. BUCK
Roadmaster

GWB/sw

RECEIVED
JUN 1 8 1945
STATE HIGHWAY COMMISSION

May 6, 1943

General Casualty Company of America
Mansfield & Company, Agents
310 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2514 for construction of approaches, subway, and retaining walls on the Morrison Bridge Section of the Pacific Highway West, in Multnomah County, has been completed by the contractor, Birkemeier & Saremal, and that final payment in the amount of $6,011.34 will be made on or after May 17, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $129,576.41, of which amount $10,399.45 represents force account items. This contract was completed on September 19, 1942, and was accepted by the Highway Commission on February 16, 1943.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

RECEIVED
MAR 11 1943
FOR FILING

306-G-1-1

March 10, 1943

Birtcheier & Saremal
Sherlock Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 18, 1943, granted you the extension of time requested, from August 8 to September 19, 1942, without penalty, in connection with contract No. 2514, for reconstruction of the west approach to the Morrison Street Bridge in the city of Portland.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - F. T. Young

RECEIVED
FEB 11 1943
FOR FILING

306-A-1

February 11, 1943

General Casualty Company of America
Mansfield & Company, Agents
310 Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Birkemeier & Sarsal on contract No. 2514, covering the Morrison Street Bridge Section of the Pacific Highway West, in Multnomah County. This payment, in the amount of $5,854.49, will be made on or after February 22, 1943. The retained percentage is $3,821.60.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
A. L. MONSON

FORM S-105X 500 6-42

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

206-A-1

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM
January 13, 1943

IN REPLY PLEASE
REFER TO FILE NO.

Birtcher & Sarsual
447 Sherlock Building
Portland, Oregon

Gentlemen:

Subject: Morrison Street Bridge
Approach Time Extension

The specification for the work on the above-mentioned project required that all work on the project be completed within five months from the day on which the bridge was closed to traffic. Our records show that this bridge was closed to traffic on March 8, 1942, and that the work was completed on September 19, 1942. The day on which the work should have been completed, in accordance with the specification, is August 8, 1942.

Before final payment can be made, it is necessary that you file with us a request for extension of time from August 8, 1942, until September 19, 1942. This request must be accompanied by the consent of the surety to such extension.

Very truly yours,

R. H. Baldock
Chief Engineer

NOTED
H. B. GLAISYER

By

G. S. Paxson
Bridge Engineer

WAR:GF
cc: W. C. Williams
J. T. Skelton
H. B. Glaisyer ✓

NOTED
A. L. MONSON

Request for extension
2 Time to come up at
meeting on 2/18/43.

RECEIVED
FOR FILING
306-A-1

September 17, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Surner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of September 15, 1942, we advise that contract No. 2514, awarded to Mikkelsen & Sarensal, was completed on September 2, 1942, but has not as yet been accepted by the State Highway Commission.

Very truly yours,

Secretary

AM

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

September 15, 1942

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Birkemeier & Saramal
Contract #2514

It will be appreciated if you will tell us on what date this contract was completed and accepted by your office, or if the contract is not finished, please advise the percentage of completion and the amount of money paid to the contractor.

A self-addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HUPNER
Division Credit Manager

FJH:GL
Encl.

RECEIVED
SEP 17 1942

RECEIVED
MAY 28 1942
FOR FILING

306-A-1

May 27, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Morrison Street Bridge
BR-PAP 306-A (1)

We are enclosing application for preference rating, Form PD-1A, to secure a rating higher than A-2 to be used in obtaining a quantity of electric welding rod for use on the above project.

In reconstructing the existing truss, it has been necessary to revise the shoes under the east end of the truss by cutting them down to meet the corrected grade line.

The welding rod on which we are requesting a preference rating is for use in the revisions to these shoes. At the present time, the truss is setting on temporary supports, and the revision to the shoes should be completed as soon as possible.

Will you please do whatever you can to expedite this application for preference rating.

Very truly yours

R. H. Baldock
Chief Engineer

CAC RS
Enclosure
cc G. A. Gardner

RECEIVED
OCT 29 1941
FOR FILING

306-2-1

#2514

October 28, 1941

Morris Brothers
303 Hoge Building
Seattle, Washington

Gentlemen:

This acknowledges receipt of your letter of October 27, 1941, returning to this office Bishopmeier & Saremal's copy of the contract for construction of the Morrison Bridge approaches on the Pacific Highway. I wish to thank you for returning the contract to this office.

I am wondering if you received a copy of your contract No. 2515 for grading and topping on the Sherars Bridge Secondary Highway which, according to our records, was mailed to you the same day.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD:AM

RECEIVED
OCT 24 1941
FOR FILING

306-A-1

October 23, 1941

Birkemeier and Saremal
447 Sherlock Building
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2514 awarded to you on September 4, 1941, for construction of the west approach to the Morrison Street Bridge in Portland, Multnomah County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D DeSart

RECEIVED
OCT 24 1941
FOR FILING

306-A-1

October 23, 1941

General Casualty Company of America
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2514, which was awarded to Birkemeier and Saremal on September 4, 1941, for construction of west approach to the Morrison Street Bridge in Portland, Multnomah County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. C. DeSart

RECEIVED
OCT 14 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
October 6, 1941

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

306-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We return herewith approved copy of proposal forms and special provisions for steel for the Morrison Street Bridge and the construction of the approaches, both contracts proposed as part of the construction of Oregon Federal Aid Project SN-FAP 306-A (1), Front Avenue Section (Washington Street - Clay Street) of the Pacific Highway West.

Very truly yours,

W. H. LYNCH
District Engineer

Encls.

RECEIVED
SEP 15 1941
FOR FILING

306-A-1

#2514

September 12, 1941

Morrison Street bridge

Mr. O. S. Pearson

Please see to it that the Morrison Street bridge is not closed until after the first of the year. We must not have this bridge closed during the holiday season.

H. H. Baldock

[redacted]
cc Mr. K. A. Collier

RECEIVED
SEP 9 1941
FOR FILING

306-A-1

R

September 6, 1941

Birkemeier & Saremal
442 Sherlock Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2514 which was awarded to you by the State Highway Commission on September 4, 1941, covering the Morrison Street Bridge on the Pacific Highway West, in Multnomah County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, page 13, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. DeSart

RECEIVED
SEP 8 1941
FOR FILING

306-A-1

#2514

September 5, 1941

Mirkmeier & Sarvanal
442 Sherlock Building
Portland, Oregon

Gentlemen:

The State Highway Commission on September 4, 1941, awarded you the contract for the Morrison Street Bridge approaches, on the Pacific Highway West, in Multnomah County. This award was based on your low bid of $106,362.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
G. S. Paxson

RECEIVED
SEP 8 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 4, 1941

306-A-1

#2514

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project SN-FAP 306-A (1), Morrison Street Bridge on the Pacific Highway West, to Birkemeier & Saremal, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1941
FOR FILING
General
Projects
Bridges
306-A-1
2514

Salem
August 16, 1941

Memo in re Morrison St. Bridge

Morrison Street Bridge will be worked on a double shift basis. Constructor is to be advised that the bridge cannot be closed to traffic until definite assurance is had that all materials will be available for delivery when needed. Period of closure will be 3 months. During period of closure traffic will be completely shut off and will have to use other structures.

RECEIVED
AUG 4 1941
FOR FILING

216-P-1

July 31, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding under separate cover the approved plans for the following Oregon projects:

FAS 324-B (1),
SS-FAP 306-A (1).

Very truly yours,

W. H. LINCK
District Engineer

By:

L. J. Canfield
Senior Highway Engineer

RECEIVED
Mail
Portland

3(6-A-1

July 29, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Revised P.S.A E. documents for the Morrison Street Bridge reconstruction portion of the Washington St.-Clay St., Front Avenue Section of the Pacific Highway West, in Portland, Oregon Federal Aid Project SS-PAP 306-A (1), have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Your attention is called to the fact that while the advertising of this work is hereby authorized, due to the fact that these bids will provide for the purchase of materials only, it may be necessary to obtain prior approval of the Commissioner of the Public Roads Administration, in which case we would not be in a position to concur in award pending such approval.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 29 1941
FOR FILING

204-A-1

May 24, 1941

May 24, 1941

Mr. A. F. Sorensen
Loggers & Contractors Machinery Company
240 S. E. Clay Street
Portland, Oregon

Dear Mr. Sorensen:

Thank you for your letter of May 22, and the valuable suggestions therein contained. The present specifications call for closing the bridge on August 15 and reopening it on December 15, a period of closure of four months.

In view of the character of the work involved, we do not believe that it would be possible to shorten this any further; however, in order to absolutely insure against further delay, we are inserting in our specifications a provision to the effect that the contractor will be required to work such additional shifts as are necessary to insure completion within the time limit specified. This will take care of the situation to as full an extent as is possible, in view of the circumstances.

Thank you for your interest in the matter.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

cc Mr. G. S. Paxson

C. I. SERSANOUS
President
A. F. SERSANOUS
Treasurer
W. L. BREWSTER
Secretary

LOGGERS & CONTRACTORS Machinery Company

240 S. E. CLAY STREET
PORTLAND, OREGON

TRACTORS
ROAD MACHINERY
RECEIVED
MAY 23 1941
DIVISION

May 22, 1941

REFERRED TO Olson
By Asst. State Highway Engineer

Lets discuss this / M.C.C

RECEIVED
MAY 24 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

I would appreciate very much your advising me as to whether or not it would be possible in letting the contract for altering the Morrison Street Bridge approach in connection with the Front Avenue project to require that the contractor operate on a 3-shift basis, which would appear to the laymen to cut down the closing time of the bridge about fifty per cent.

I realize that this is going to cost the taxpayers a little more money, but when you consider the loss of business that is occurring to people on the East Side of the river through closing of the Hawthorne Bridge and the great inconvenience caused, I feel quite sure that the extra assessment would be far outweighed by the convenience of those who are dependent upon these bridges for a living and access to and from their organizations.

This letter is written with the hope that the matter may be given your serious consideration in continuing your Front Avenue Project as it will affect Morrison Street.

Yours very truly,

A. F. Sersanous

AFS:DJ

124-1007 West Unit,Smears Grade Sec.,
Smears Bridge Secondary 1941
#2515

RECEIVED
SEP 16 1942
FOR FILING

128-1007

September 16, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Harmer, Division Credit Mgr.

Gentlemen:

In reply to your letter of September 16, I am pleased to advise that Morris Brothers' contract, No. 2525, was accepted by the State Highway Commission on July 23, 1942.

Very truly yours,

AH Secretary

RECEIVED
AUG 14 1942
FOR FILING

129-1007

August 13, 1942

Morris Brothers
1141- 4th Avenue
Seattle, Washington

Gentlemen:

The State Highway Commission, at its meeting on July 23, 1942, granted you the extension of time requested, from April 30 to June 5, 1942, without penalty, in connection with contract No. 2515, for grading and topping the West Unit of Shearers Grade Section, Shearers Bridge Secondary Highway, in Sherman County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MH Secretary

cc -- K. L. Chandler

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH,
CANYONVILLE
HERMAN OLIVER,
JOHN DAY

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

RECEIVED
FILED
FOR FILING

OREGON
STATE HIGHWAY COMMISSION

128-1007

July 31, 1942

IN REPLY PLEASE
REFER TO FILE No.

Morris Brothers
1141 - 4th Avenue
Seattle, Washington

Gentlemen:

I attach for your signature before a notary public our final estimate voucher in the amount of $1066.62 on contract No. 2515. As you will note this has attached both an assignment of claim form and a final release form which should be signed in addition to the affidavit on the back of the voucher form itself. I am also attaching for your signature before a witness and for prompt return to this office an assignment form in the amount of $520.38 covering the semi-final payment on this same contract. This warrant is in our office awaiting the return of this form and upon its return the Secretary of State will be requested to add the assignment information to the warrant and it will then be mailed in the usual manner to the assignee.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Carl F. Lundt
Accounting Division

CFL:LO
Encl.
cc H. B. Glaisyer
H. E. Hoskin
M. A. Folsom

Is this OK? Yes D.G.D.

NOTED
D G. DeSart

RECEIVED
AUG 1 1942
FOR FILING

July 31, 1942

United Pacific Insurance Co.
Jo Stroyan
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2515 for work on the West Unit, Sherars Grade Section of the Sherars Bridge Secondary State Highway, in Sherman County, has been completed by the contractors, Morris Brothers, and that final payment will be made on or after August 10, 1942, to the People's National Bank of Washington, Seattle, Washington, to whom all moneys have been assigned.

The state is not advised of any unpaid claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $16,324.15, including final payment, and that no force account work was performed therein.

This contract was completed on June 5, 1942, and accepted July 23, 1942, by the State Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS Secretary

NOTED
D G. DeSart

RECEIVED
JUL 30 1942
FOR FILING

123-1007

July 29, 1942

Morris Brothers
1141 Fourth Avenue
Seattle, Washington

Gentlemen:

The Oregon State Highway Commission is in receipt of an assignment dated July 27, 1942, by which you have in writing assigned to the Peoples National Bank of Washington, 1414 Fourth Avenue, Seattle, Washington, all moneys due you in connection with your contract with the State of Oregon for grading and topping the West Unit, Shearers Grade Section of Shearers Bridge Secondary Highway, in Sherman County, which contract is identified in the Highway Commission's files and records as State Highway Contract No. 2515.

The Oregon State Highway Commission will honor the foregoing assignment, but subject in all respects to the provisions of section 100 - 119, O. C. L. A., but the Commission reserves the right to refuse to honor the assignment with respect to any earned and unpaid funds at any time when in the judgment of the Commission the interests of the State or creditors of the said contractors who have an interest in the funds earned under said contract warrant such action. In other words, payment of any money under the assignment shall be controlled entirely by the provisions of said statute.

With the above understanding, we will be pleased to honor the above assignment and will instruct our auditor hereafter to mail warrants due you in connection with this job direct to the assignee, Peoples National Bank of Washington, Seattle, Washington.

Very truly yours,

RBG:MM

Secretary

cc - Auditor: I attach hereto for your information three signed copies of the above mentioned assignment, together with a copy of a letter from the surety company consenting thereto. I have retained the original of the assignment and surety company's consent thereto for the Commission's records and files.

cc - Peoples National Bank of Washington
1414 Fourth Avenue
Seattle, Washington
Attention: M. C. Geddes

cc - United Pacific Insurance Co.
Exchange Building
Seattle, Washington

July 27, 1942

The Peoples National Bank of Washington
Seattle, Washington

Dear Sirs:

You have been requested by Morris Bros., a copartnership, holding Contract No. 2515, grading and topping West Unit, Sherars Grade Section, Sherman County, Sherars Bridge Secondary Highway, from the Oregon State Highway Commission, to make loans to said contractor in an aggregate principal amount not to exceed at any one time the sum of $15,000.00 and to take as security therefor an assignment of all monies due or to become due to said contractor from the Oregon State Highway Commission under said contract.

As the surety on the performance bond of said contractor, the undersigned is interested in said contractor obtaining said revolving credit from you, in consideration of which the undersigned hereby consents to an assignment by said contractor to you of all monies due or to become due said contractor from the Oregon State Highway Commission for work done on said contract, and hereby subordinates to your claim for full repayment of said revolving credit loan all claims to said monies that the undersigned now has, or may hereafter acquire, directly or by subrogation, arising out of the payment by the undersigned of claims for labor and material which said contractor has failed to pay.

This consent and subordination shall apply to all loans made by you to said contractor within said aggregate principal amount, and interest; and the repayment to you by said contractor, directly or by the application of said assigned amounts, of any part or all of said revolving credit shall not affect the validity of this consent and subordination as to any loans made by you to said contractor thereafter within said aggregate principal amount; but shall not be effective as to any further loans made by you to said contractor after receipt of written notice by you from the undersigned that no further loans will be covered by this consent and subordination.

The making of said loan, or loans, by you shall constitute an acceptance of this consent and subordination agreement and no notice to the undersigned will be necessary.

Yours very truly,

UNITED PACIFIC INSURANCE COMPANY

By _____
Thomas G. Hammond, Vice President

RECEIVED
JUL 11 1942
FOR FILING

128-1007

July 10, 1942

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Morris Brothers, on contract No. 2515, covering 1.61 mile grading and topping on the West Unit, Shearers Grade Section of the Shearers Bridge Secondary Highway, in Sherman County. This payment, in the amount of $520.28, will be made on or after July 20, 1942. The retained percentage is $1,000.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D.G. DeSart

RECEIVED
JUL 6 1942
FOR FILING

128-1017

July 3, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen:

In accordance with your letter of June 26, you are advised that contract No. 2515, with Morris Brothers, was completed on June 5, 1942, but has not yet been accepted by the State Highway Commission.

The amount of money paid on this contract is $14,740.99, the retained percentage being $1,218.41.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

NOTED
D. G. DeSart

Form E-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 27, 1942

Section West Unit, Sherars Grade

Kind of work Grading, Gravel Topping

Highway Sherars Grade Secondary

Section prefix 128-1007

Contractor Norris Bros

Contract number 2515

Date of contract Sept 13, 1941

Date of completion April 30, 1942

Date work started March 2, 1942

Estimated date of completion June 5, 1942

Amount of contract $16,245.00

Per cent of time elapsed ____%

Estimated cost of completed project, exclusive of engineering $16,245.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $1505.06, 8½ %

Date project was completed June 5, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This section was finshed on June 5th and final estimate and all data was shipped to the Division Office on Saturday June 27th.

The Contractor completed removal of equipment from the project on Saturday June 27th.

This will be the final report on this project unless something additional comes up.

RAY WEBBER

NOTED
E. M. DOSSETT

RECEIVED
JUL 6 1942
DIVISION 5

Signed [signature]

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.61	1.61			
Miles partially completed	1.61	1.61			
Miles completed	1.61	1.61			
Total estimated quantities	26,000	3,400			
Estimated quantities moved or placed to date	25,061	3,196			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	"		
Friday	"		
Saturday	Fair		

STATE PRINTING DEPT.

M. E. Norris
Burlington, Wash.

S. M. Norris
1411 Fourth Ave., Seattle

RECEIVED
MAY 21 1942
FOR FILING

COPY

128-1007

NORRIS BROTHERS
General Contractors

May 9, 1942

State Highway Department
Salem, Oregon

Attention Mr. Glaisyer

Gentlemen:

We are very nearly completed with job #2515 which is not very far from job #2553, the latter which was cancelled by the Director's recent order.

We have heard from unofficial rumors that there was a possibility that the job would be done. We are wondering if it would be possible to get an opinion of any sort, any responsibility for which we would of course not expect on your part, but it would enable us to determine whether or not to definitely plan on moving all of our equipment out of the vicinity of this job.

Any information along the line I have indicated within the next week or ten days would be very much appreciated.

Very truly yours,

NORRIS BROTHERS

(Sgd) S. M. Norris

SMN:sjl

FORM S-100 10M 9-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

128-1007

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

October 28, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Norris Brothers
303 Hoge Building
Seattle, Washington

RECEIVED
OCT 30 1941

Gentlemen:

This acknowledges receipt of your letter of October 27, 1941, returning to this office Birkemeier & Saremal's copy of the contract for construction of the Morrison Bridge approaches on the Pacific Highway. I wish to thank you for returning the contract to this office.

I am wondering if you received a copy of your contract No. 2515 for grading and topping on the Sherars Bridge Secondary Highway which, according to our records, was mailed to you the same day.

Very truly yours,
STATE HIGHWAY COMMISSION

By [signature]
Secretary

DD:AM

Yes 2515 + Jackson Co. Job both
Rec'd OK. besides above
[signature]

Previous corres. filed on contract #2514.

NOTED
D. C. DeSart

RECEIVED
OCT 24 1941
FOR FILING

128-1007

October 23, 1941

Morris Bros.
303 Hoge Building
Seattle, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2515 awarded to you on September 16, 1941, for 1.61 miles grading and topping on the West Unit, Sherars Grade Section of the Sherars Bridge Secondary Highway, in Sherman County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D DeSart

R

RECEIVED
OCT 24 1941
FOR FILING

128-1007

October 23, 1941

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2515 which was awarded to Morris Bros. on September 16, 1941, for 1.61 miles grading and topping on the West Unit, Sherars Grade Section of the Sherars Bridge Secondary Highway, in Sherman County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D DeSart

RECEIVED
SEP 26 1941
FOR FILING

128-1007

September 25, 1941

Morris Brothers
303 Hoge Building
Seattle, Washington

Gentlemen:

We are expressing four copies of contract No. 2515, for grading and topping the West Unit of the Sherars Grade Section of the Sherars Bridge Secondary Highway in Sherman County, to you for witnessing of your signatures on Page 165.

Please complete the execution of these contracts and return them to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. C DeSart

RECEIVED
SEP 26 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

128-1007

Salem, Oregon
September 19, 1941.

Subject: Sherar's Grade Section of the Sherar's Bridge Secondary Highway.

To: Mr. S. H. Probert,
Office Engineer,
O f f i c e.

Dear Sir:

This is to advise you that all right of way matters have been cleared on the west unit of the Sherar's Grade Section of the Sherar's Bridge Secondary Highway in Sherman County, upon which bids were received on September 4th. From a right of way standpoint there is no reason why award of the contract can not be made.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:TT
c.c. Mr. R. H. Baldock
c.c. Mr. H. G. Smith

Awarded Sept. 16

RECEIVED
SEP 17 1941
FOR FILING

128-1007

R

September 16, 1941

Morris Brothers
303 Hoge Building
Seattle, Wash.

Gentlemen:

We are sending you today by express four copies of contract No. 2515, which was awarded to you by the State Highway Commission on September 16, 1941, covering the West Unit, Sherars Grade Section of the Sherars Bridge Secondary, in Sherman County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of the act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. S. DeSart

RECEIVED
APR 15 1942
FOR FILING

4-l

10/16/41

128-1007

September 16, 1941

Morris Brothers
Burlington, Washington

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 1.41 miles grading and topping on the West Unit of Sherars Creek Section of the Sherars Bridge Secondary Highway, in Sherman County. This award was based on your low bid of $16,245.50 submitted on September 4, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - E. H. Probert
G. S. Parsons

for confirmed

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM ORECO SEPTEMBER 16 1941

BORRIS BROTHERS

BURLINGTON WASHINGTON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING AND TOPPING ON WEST UNIT, SHERARS GRADE SECTION, SHERARS BRIDGE SECONDARY HIGHWAY IN SHERMAN COUNTY BASED ON YOUR LOW BID SUBMITTED SEPTEMBER 4, 1941. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

File

SN-FAP 39-2 Madras-Juniper Butte Sec., The Dalles-California Hwy. 1941

#2516

RECEIVED
JAN 20 1950
FOR FILING

16-1101
2516

January 18, 1950

Mr. Marvin A. Lee
Rt. 3, Box 1670
Roseburg, Oregon

Dear Sir:

We have received your postal card requesting name and address of the contractor who built the road from Madras south in 1941.

Leonard and Slate Oreg. Ltd., 7805 S. W. 40th Ave., Portland 1, Oregon, was awarded the contract for grading from Madras to Juniper Butte, on the The Dalles-California Highway, September 22, 1941. Work on this contract was completed June 19, 1942.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

W. G. Williams
Asst. State Highway Engineer

DSP:md

Could you give me the name and address of the contractor who built the road from Madras south a few miles in the fall of 1940?

Grading - Tunnel & Structures
194- Con 2516 - 16 mi
9/23/41
Madras - Terminal

Yours very truly
Marvin J. Lee

R.H. Baldock

July 12th, 1945

FINAL COST ANALYSIS

Madras-Juniper Butte
Contract No. 2516

The Dalles-California Highway
Prefix 16-1101

Grading & Concrete Street Work
Leonard & Slate, Contractors
W. S. Hodge, Resident Engineer

39-2

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$515.00	All				$1,000.00
Removal of Concrete Walks	288.58	577.15	Sq. Yd.	$0.50	$0.50	288.58
Structural Excavation, Unclassified	1,698.50	1,100.0	Cu. Yd.	1.55	2.00	2,220.00
Trench Excavation, Unclassified	290.64	225.5	" "	1.29	2.00	450.60
Genera l Excavation, Unclassified	45,423.58	214,411.5	" "	0.212	0.27	57,891.11
Short Overhaul	5,425.98	542,598.5	Yd. Sta.	0.01	0.01	5,425.98
Long "	1,785.60	5,952	C-Yd. "	0.30	0.30	1,785.60
Rounding Cutbanks	1,525.75	21,785	Lin. Ft.	0.07	0.10	2,178.50
Finishing Roadbed & Slopes	2,513.50	10.41	Miles	222.24	300.00	3,123.00
18" Corr. Metal Pipe	5,254.65	2,160	Lin. Ft.	2.43	2.50	5,400.00
24" " " "	1,176.43	316	" "	3.72	4.00	1,264.00
36" " " "	379.24	60	" "	7.00	6.32	420.00
Concrete Curbs & Gutters	2,351.65	110.17	Cu. Yd.	21.16	20.00	2,203.40
" Driveways	54.10	20.42	Sq. Yd.	2.62	2.50	51.05
" Walks	1,770.08	779.77	" "	2.28	2.00	1,559.54
Expansion Joints in Walks	114.55	840.6	Lin. Ft.	0.14	0.15	126.09
Concrete Stairways	1,245.09	35.07	Cu. Yd.	37.65	40.00	1,322.80
Class "A" Concrete	802.30	30.39	" "	26.40	30.00	911.70
Metal Reinforcement	484.68	5,457	Lb.	0.09	0.10	545.70
PA #1, Construct Barbed Wire Fence	279.40	183.51	Rod	1.52	2.25	412.90
PA #2, Class "A" Concrete	89.67	2.46	Cu. Yd.	36.45	40.00	98.40

Madras-Juniper Butte F... Cost Analysis.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
PA #5, 8" Corr. Metal Pipe	$124.65	122	Lin. Ft.	$1.02	$1.50	$183.00
PA #2, Sidewalk Grating	16.00	1	Each	16.00	16.00	16.00
PA #2, Window "	36.00	2	"	18.00	18.00	36.00
PA #2, Sealed Windows	30.00	2	"	15.00	15.00	30.00
PA #3, Rock Checks	88.70	35.2	Cu. Yd.	2.52	3.00	105.60
PA #4, Purchase 18" Corr. Metal Pipe	168.56	86	Lin. Ft.	1.96	1.96	168.56
PA #4, Purchase 7/8" Round Iron Bars	1.97	35.1	Lb.	0.056	0.056	1.97
PA #5, Cement Adjustment, Favor of Contractor	69.26	81	Sacks	0.855	0.855	69.26
Force Account	25.87					25.87
	$73,607.78					$89,511.21

Gross Revenue $89,511.21

Total Cost 73,607.78

Net Profit $15,703.43

Net Profit Equals 17.6% of Gross Revenue

Madras-Juniper Butte

Detail of Cost

Labor:

Labor	$21,101.54	
Supervision	2,915.40	
State Industrial Accident Insurance 4.5%	1,080.67	
Social Security & Unemployment Insurance 4%	960.60	
		$25,056.21

Materials:

Cement	425.25	Bbls. at	$2.55	$1,084.07	
Concrete Aggregate	286	Cu. Yd. at	$2.20	629.20	
" Sand	84	" " "	2.20	184.80	
Reinforcing Steel	5,457	Lbs. "	0.0506	275.36	
7' Steel Fence Posts	185	Each "	0.385	71.22	
" " End "	4	" "	3.25	13.00	
" " Anchor "	6	" "	4.75	28.50	
Ornaments	10	" "	0.52	5.20	
Barbed Wire	15	Spools "	3.88	58.20	
8" Corr. Metal Pipe	122	Lin. Ft. "	0.76	92.72	
8" " " "	Bands 6	Each "	1.18	7.08	
8" " " "	Kll 1	" "	5.35	5.35	
18" " " "	2,246	Lin. Ft. "	1.92	4,312.32	
18" " " "	Bands 72	Each "	2.82	203.04	
24" " " "	316	Lin. Ft. "	3.08	973.28	
24" " " "	" 11	Each "	3.35	38.82	
36" " " "	60	Lin. Ft. "	5.94	356.40	
36" " " "	" 2	Each "	5.59	11.18	
					$8,347.74

Equipment Rental & Miscellaneous:

Equipment Rental (Including Repairs)	$23,874.74	
Rented Equipment	250.00	
Gas, Oil & Grease	5,107.60	
Team Rental	134.50	
Freight & Cartage	325.49	
Cable	368.45	
Powder	87.78	
Small Tools & Misc. Supplies	1,590.86	
P.U.C. Fees	123.34	
Nails	75.50	
Water for Cement	33.60	
Form Lumber	550.24	
Bond	824.53	
Home Office & Genera l Overhead	1,850.00	
Insurance	118.90	
Payment to Zigler (Sub-Contractor)	890.00	
		$39,205.85

T o t a l $73,607.78

Remarks:

This was a "Regular Federal Aid Project" consisting of the grading of 10.41 miles of roadway and the construction of one reinforced concrete box culvert. It was awarded September 22nd, 1941; the contractor started operations October 2nd, 1941 and completed June 19th, 1942.

Grading equipment consisted of RD-8 tractors, dozers, LeTourneau carryalls, two #12 blades, rippers, small compressor, grease truck and pickup.

The material excavated consisted of loose topsoil and tightly cemented hardpan. The contractor was very successful in ripping the hardpan, only about 600 cu. yd. of the entire amount requiring drilling and shooting. The material was moved with tractors and dozers, blades and tractors and carryalls. Single carryalls were used on the short haul and tandems on all long haul. The bulk of the excavated materials was moved during the winter months, but very little trouble was experienced. Some slight delays due to wet weather slowed operations, but in general the contractor made extremely good progress.

The concrete box culvert was constructed by a sub-contractor and was built before grading operations were started. All cement work in the City of Madras was done by the contractor himself, but due to the scarcity of experienced labor and poor supervision, very little profit was made on any city street items.

The contractor was bidding with fair prices, and excellent equipment in good condition was used throughout. Except for the concrete items, the supervision and labor were very good. A profit of 17.6% was made on the contract.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 24, 1943

39-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 39 (2)
Madras-Juniper Butte Section
The Dalles-California Hwy.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
FEB 25 1943

Wash Pr 16340

Form P. R. 2

State Oregon

Federal Aid Project No. SE-PAP 39 (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of November, 19 42

by and between Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3rd day of October, 1941, a revised project statement, which was approved on the 10th day of November, 1941, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of August 19 41; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-three thousand, four hundred forty and 00/100

dollars ($73,440.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1937; Chap. 31, laws 1939; Chap. 589, laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Survey Station 16+38 at the intersection of Fifth and "F" streets in the incorporated City of Madras and Survey Station 566+00 in the NE 1/4 of Sec. 32, T. 12 S., R. 13 E., W.M., length 10.109 miles, in Jefferson County, being Section mile Oregon Federal Aid project No. SEC-PAP 39 (2), consisting of 10.109 miles of roadway and 20 bridges, none of more than 20 feet clear span, described in the

10—11379 GPO

RECEIVED FEB 18 1943 DISTRICT 1

RECEIVED DEC 15 1942 DISTRICT 1

RECEIVED NOV 13 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11370

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction [redacted] of said project shall not in any event exceed the sum of seventy-three thousand, four hundred forty and 00/100 dollars ($ 73,440.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety thousand, six hundred sixty-five and 30/100 dollars ($ 90,665.30), the approved total estimated cost of [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

RECEIVED
DEC 15 1942
DISTRICT
RECEIVED
FEB 16 1943
DISTRICT
RECEIVED
NOV 18 1942
DISTRICT 1

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JAN 18 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By Thomas H. Cluff
Member, State Highway Commission
(Title of officer)

By Thomas Orr
Member, State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By T. H. MacDonald
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SN-PAP-39(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $90,665.30 as the total estimated cost of said project, and the sum of $ 73,440.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and JAN 1[illegible] 1943

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10180

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FEB 18 1943
DISTRICT 1

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NOV 14 1942
FOR FILING

39-2

November 13, 1942

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2516 for work on the Madras-Juniper Butte Section of the Dalles-California Highway in Jefferson County, has been completed by the contractor, Leonard & Slate, and that final payment, in the amount of $2,724.05, will be made on or after November 23, 1942.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $89,311.21, of which $23.87 represents the amount of force account items. This contract was completed on June 19, 1942, and accepted by the Commission on July 23, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED

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NOV 18 1942
FOR FILING
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO. 39-2

November 16, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 39 (2)
Madras-Juniper Butte Section
The Dalles-California Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 18 1942

Iron

FORM S-1063 2M 11-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

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NOV 1
FOR FILING

39-2

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

October 15, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Attention: Mr. L. J. Caufield
Senior Highway Engineer

Dear Sir:

I refer to your letter of August 4 advising that final inspection of Oregon SM-FAP 39 (2), Madras-Juniper Butte Section of The Dalles-California Highway, was made by a representative of your office in July, 1942. Your letter also stated that customary encroachment resolutions had not been received for this project.

Due to difficulties with the city officials, the encroachment resolutions were not signed until the night of October 13, 1942. Three copies of the encroachment resolution executed by the city authorities are enclosed herewith.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

Oscar Cutler
Asst. Staff Engineer

OC:mc

Encl.

Mr. Nash

Great American Indemnity Company New York

Harvey Wells - Fred C. Reed • General Agents

412 FAILING BUILDING - ATwater 7205 - PORTLAND, OREGON

39-2

October 9, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This will acknowledge your letter of October 7th advising of your intent to make semi-final payment to Leonard & Slate on contract No. 2516 covering the Madras-Juniper Butte Section of The Dalles-California Highway, in Jefferson County.

Very truly yours,

HARVEY WELLS-REED INSURANCE AGENCY

By Fred C Reed

FCR
vp

NOTED
A. L. MONSON

RECEIVED
OCT 10 1942
STATE HIGHWAY COMMISSION

RECEIVED
OCT 8 1942
MAIL ROOM

31-2

October 7, 1942

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Leonard and Slate on contract No. 2516 covering the Madras-Juniper Butte Section of The Dalles-California Highway, in Jefferson County. This payment, in the amount of $6,273.84, will be made on or after October 17, 1942. The retained percentage is $2,677.95.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
NOV 17 1942
FOR FILING

37-2

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Madras-Juniper Butte Section, Project No. SN-PAP 39 (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. M. Mack/GS

Encl.

Oregon State Highway Department — Federal 216 Project No. SM-FAP 39 (2)

MADRAS-CRESCENT CUTOFF SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1942

Within City of Madras (Sta. 16+38 to 47+19)

All Required		Clearing and Grubbing		$ 56.00
650	sq. yds.	Removal of Concrete Walks.	$ .50	325.00
280	cu. yds.	Structural Excavation	2.00	560.00
2	cu. yds.	Trench Excavation	2.00	4.00
15,900	cu. yds.	General Excavation, Unclassified	.27	4,293.00
44,000	yds. stas.	Short Overhaul	.01	440.00
300	C-yd.stas.	Long Overhaul	.30	90.00
1,400	lin. ft.	Rounding Cutbanks	.10	140.00
0.58	mile	Finishing Roadbed and Slopes	300.00	174.00
280	lin. ft.	18" Corr. Metal Pipe	2.50	700.00
100	cu. yds.	Concrete Curbs and Gutters	20.00	2,000.00
20	sq. yds.	Concrete Driveways	2.50	50.00
750	sq. yds.	Concrete Walks	2.00	1,500.00
300	lin. ft.	Expansion Joints in Concrete Walks	.15	45.00
22	cu. yds.	Concrete Stairways	40.00	880.00
		Subtotal		$ 11,095.00
		10% Engr. & Cont.		1,109.50
		Total		$ 12,204.50
		Length	.583 miles	
		Cost per mile	$ 20,933.96	

Outside City (Sta. 47+19 to 566+00)

All Required		Clearing and Grubbing		$ 944.00
370	cu. yds.	Structural Excavation	$ 2.00	740.00
548	cu. yds.	Trench Excavation	2.00	1,096.00
166,700	cu. yds.	General Excavation	.27	45,009.00
456,000	yd. stas.	Short Overhaul	.01	4,560.00
6,700	C-yd.stas.	Long Overhaul	.30	2,010.00
56,600	lin. ft.	Rounding Cutbanks	.10	5,660.00
9.83	miles	Finishing Roadbed and Slopes	300.00	2,949.00

2,020	lin. ft.	18" Corr. Metal Pipe	$ 2.50	$ 5,050.00
320	lin. ft.	24" Corr. Metal Pipe	4.00	1,280.00
70	lin. ft.	36" Corr. Metal Pipe	7.00	490.00
32	cu. yds.	Class "A" Concrete	30.00	960.00
5,800	lbs.	Metal Reinforcement	.10	580.00
			Subtotal	$ 71,320.00
			10% Engr. & Cont.	7,132.00
			Total	$ 78,460.80

Length 9.826 miles
Cost per mile $ 7,985.01

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	W. A. Funds	State Funds
Inside City of Madras	$ 12,204.50	$ 9,886.00	$ 2,318.50
Outside City	78,460.80	63,554.00	14,906.80
	$ 90,665.30	$ 73,440.00	$ 17,225.30

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

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SEP 21 1942
FILING
39-2

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Warner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that Leonard & Slate's contract, No. 2516, was completed on June 19, 1942, and was accepted by the State Highway Commission on July 23, 1942.

Very truly yours,

AM

Secretary

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NOV 17 1942
FOR FILING

August 18, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement, and three copies of form PR 46 to accompany plans and specifications for the Madras-Juniper Butte Section, Project No. ER-FAP 39 (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

E. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. H. Nash/ER

Encls.

Oregon State Highway Department — Federal Aid Project No. [illegible]

MADRAS-PRINEVILLE CUTOFF SECTION OF

THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Length
Cost per mile

Salem, Oregon, August 18, 1941

Within City of Madras (Sta. 16+32 to 47+19)

All Required		Clearing and Grubbing		$ 50.00
650	sq. yds.	Removal of Concrete Walks	$ 0.20	130.00
280	cu. yds.	Structural Excavation	1.50	420.00
2	cu. yds.	Trench Excavation	1.50	3.00
15,300	cu. yds.	General Excavation, Unclassified	0.38	5,814.00
44,000	yd. sta.	Short Overhaul	0.01	440.00
300	C-yd.sta.	Long Overhaul	0.50	150.00
1,400	lin. ft.	Rounding Cutbanks	0.10	140.00
0.58	mile	Finishing Roadbed and Slopes	300.00	174.00
280	lin. ft.	18" Corr. Metal Pipe	2.50	700.00
100	cu. yds.	Concrete Curbs and Gutters	25.00	2,500.00
20	sq. yds.	Concrete Driveways	2.00	40.00
750	sq. yds.	Concrete Walks	1.50	1,125.00
300	lin. ft.	Expansion Joints in Concrete Walks	0.15	45.00
22	cu. yds.	Concrete Stairways	30.00	660.00
		Subtotal		$ 12,391.00
		10% Engr. & Cont.		1,239.10
		Total		$ 13,630.10
		Length	.583 mile	
		Cost per mile	$ 23,379.24	

Outside City (Sta. 47+19 to 566+00)

All Required		Clearing and Grubbing		$ 450.00
370	cu. yds.	Structural Excavation	$ 1.50	555.00
548	cu. yds.	Trench Excavation	1.50	822.00
166,700	cu. yds.	General Excavation	0.38	63,346.00
456,000	yd. sta.	Short Overhaul	0.01	4,560.00
6,700	C-yd.sta.	Long Overhaul	0.50	3,350.00
56,600	lin. ft.	Rounding Cutbanks	0.10	5,660.00
9.83	miles	Finishing Roadbed and Slopes	300.00	2,949.00

P. 40

Summary (Underground water basin portion)

2,020	lin. ft.	18" Corr. Metal Pipe	$ 2.50	$ 5,050.00
370	lin. ft.	24" Corr. Metal Pipe	3.30	1,120.00
70	lin. ft.	36" Corr. Metal Pipe	6.00	420.00
32	cu. yds.	Class "B" Concrete	30.00	960.00
5,800	lbs.	Metal Reinforcement	0.07	406.00
			Subtotal	$ 82,648.00
			10% Engr. & Cont.	8,964.80
			Total	$ 98,612.80

Length 9.826 miles
Cost per mile $ 10,035.90

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	W. A. Funds	State Funds
Inside City of Madras	$ 13,630.10	$ 6,193.00	$ 7,437.10
Outside City	98,612.80	44,807.00	53,805.80
	$ 112,242.90	$ 51,000.00	$ 61,242.90

	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2		Cy.		7	Reinforcing steel	Lb.	
3	Structural mat.	Lb.		8	Structural steel	Lb.	
4	Lumber	Bd. Ft.		9	Lumber	Lin.	54,300
5	Crush gravel	Cy.					

PR 46

Roadway (Madras-Juniper Butte Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 20, 1941 State Oregon

Completion Date (Est.) June 30, 1942 Project No. SN-PAP 39 (2)

Estimated Total Cost Roadway $ 112,242.90 Length: Miles 10.409

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	380	6	Metal culvert pipe	Lb.	48,000
2	Aggregates	Cy.	550	7	Reinforcing steel	Lb.	5,800
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	20	10	Explosives	Lb.	55,000
5	Timber piling	Lft.					

MADRAS-JUNIPER BUTTE SECTION

PROJECT NO. SN-FAP 39 (2)

While negotiations for right of way are in progress, twenty-two parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

August 18, 1941

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NOV 17 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 4, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 39 (2), Madras-Juniper Butte Section of The Dalles-California Highway, was made by a representative of this office on July 17, 1942.

Copies of neither the agreement estimate nor the customary encroachment resolution covering mileage in Madras have been received. These papers should be submitted to clear the way for action on the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
AUG 5 - 1942

PR 47

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Statement of Materials and Employment
(To accompany Final Inspection Report)

Date Started [illegible] State [illegible]

Date Completed [illegible] Project No. [illegible]

Materials Purchased for Roadway

Total Cost Roadway $[illegible] Length: Miles 18.4

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	[illegible]	6	Metal culvert pipe	Lb.	[illegible]
2	Aggregates	Cy.	[illegible]	7	Reinforcing steel	Lb.	[illegible]
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	[illegible]	9	Petroleum prod.	Gal.	[illegible]
5	Timber piling	Lft.		10	Explosives	Lb.	[illegible]

Materials Purchased for Bridges over 20 ft. Span

No. of Bridges [illegible] Total Cost Bridges $[illegible] Length: Miles [illegible]

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		9	Petroleum prod.	Gal.	
5	Timber piling	Lft.		10	Explosives	Lb.	

Employment

Classification of Labor	Total Employment as Reported Pay rolls and Form Emp. 200	
	Man-Hours (nearest man-hours)	Wages Paid (nearest dollar)
1. Executive, Administrative and Supervisory	[illegible]	$ [illegible]
2. Skilled	[illegible]	[illegible]
3. Intermediate Grade	[illegible]	[illegible]
4. Unskilled	[illegible]	[illegible]
Total	22,458	$ 23,005.08

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FOR
MONTANA
OREGON
WASHIN

INSTRUCTIONS

For Preparing Form PR 47

1. All information except that for starting and completion dates, project costs, and mileage will be supplied to the resident engineers by the contractor, as required by the special provisions for Federal-aid projects. The quantities of each material are to be reported only in the units shown and divided by roadway and bridges. Employment data shall correspond to the accumulated totals of the pay roll forms.

2. A separate form may be submitted for each subcontractor, but all forms for a single project (or a combination of projects in one contract) must be submitted to the District Engineer together. Forms for the force account work should be submitted at the same time.

3. Before forwarding these forms to Washington, the District Engineer shall enter the starting and completion dates which shall be in agreement with records kept in the District Office. The total cost of the project shall be recorded to the nearest thousand dollars on the Form PR 47 submitted for the main contract only. This figure shall include the contract cost, force account items, and the engineering and contingencies items. It shall be the best figure available to the District Engineer at the time. If there are bridges over 20 feet long on the project, the total cost shall be divided between roadway and bridges. The District Engineer shall record the mileage of the project only on the form for the main contract, and shall be to the nearest thousandth of a mile.

Form E-1—536—8-41

39-4

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 25, 1942

Section Madras - Juniper Butte
Highway The Dalles California
Contractor Leonard and State
Date of contract Sept. 22, 1941
Date work started Oct. 2, 1941
Amount of contract . . . . . $ 82,425
Estimated cost of completed project, exclusive of engineering . . . . . $ 88,500
Per cent of contract completed, based on total contract price . . . . . 102 %
Engineering cost to date, $ 5,434, 6.62 %

Kind of work Grading
Section prefix 16-1101
Contract number 2516
Date of completion June 30, 1942
Estimated date of completion June 19, 1942
Per cent of time elapsed 96.4 %
Date project was completed June 19, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contract was completed satisfactorily June 19th 1942.

No dynamite on hand.

Mr. Chandler was here June 17th in the afternoon and we looked over the work being done in Madras.

This will be the last report until the final report. It will be some time until we will be able to send in the semi-final report as we have had no computer or office man for several weeks. The regular computer has been on concrete inspection in Madras and street inspector on Macadam on the east Unit Shaniko Cow Canyon Section.

RECEIVED
JUN 22 1942

NOTED

Signed A. L. Hodge
Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	10.4				
Miles partially completed	10.4				
Miles completed	10.4				
Total estimated quantities	207,500				
Estimated quantities moved or placed to date	207,500				
Average daily quantities	3,000 Time worked				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTA
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....1....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Cloudy		
Tuesday	Fair		
Wednesday	Cloudy		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

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OCT 22 1941
FOR FILING

39 - 2

October 21, 1941

Leonard and Slate
Multnomah, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of Contract No. 2516, awarded to you on September 22, 1941, for the grading of the Madras-Juniper Butte Section of The Dalles-California Highway in Jefferson County.

We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:kr

NOTED
D. G. DeSart

RECEIVED
OCT - 1 1941
FOR FILING

39-2

September 23, 1941

Leonard & Slate
Multnomah, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2516 which was awarded to you by the State Highway Commission on September 22, 1941, covering the Madras-Juniper Butte Section of The Dalles-California Highway, in Jefferson County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

REFERRED TO
BY SECRETARY

NOTED
D Deputy

RECEIVED
APR 15 1942
FOR FILING

39-2

WESTERN UNION

4R 10/16/42

September 23, 1941

Leonard A Klute
Multnomah, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission on September 22, 1941, awarded to you the contract for 10.40 miles grading on the Madras-Juniper Butte Section of The Dalles-California Highway, in Jefferson County. This award was based on your low bid of $62,423.00 submitted on September 4, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - R. H. Probert
H. E. Pennen

Set completed

4

Charge to the account of

$

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	•	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON SEPTEMBER 23 1941

LEONARD & SLATE

MULTNOMAH OREGON

STATE HIGHWAY COMMISSION AWARDED YOU SEPTEMBER 22 CONTRACT FOR GRADING MADRAS-JUNIPER BUTTE SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY BASED ON YOUR LOW BID SUBMITTED SEPTEMBER 4 1941. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

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SEP 9 4 1941
FOR FILING

NOTED
State Highway Engineer

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

34-2

Subject: Madras-Juniper Butte Section,
The Dalles-California Highway

To: Mr. H. H. Probert,
Office Engineer,
O f f i c e.

Dear Sir:

This is to advise you that all right of way matters now have been cleared on the Madras-Juniper Butte Section of The Dalles-California Highway in Deschutes County, on which bids were received on September 4th, with the exception of the Peterson property, Right of Way File 8632.

It has been suggested to this office that the Peterson property is not necessary to the construction of the project and acquisition thereof can be waived. Mr. Ray Webber is checking on this matter.

If the Peterson property is not necessary, there appears to be no reason why the contract can not be awarded from a right of way standpoint.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:TT
c.c. Mr. R. H. Baldock
Mr. H. G. Smith

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SEP 23 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

SEP 23 1941
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

39-2

September 22, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with the request contained in your telegram of this date we hereby concur today in award of contract for Oregon SN-FAP 39 (2), Madras-Juniper Butte Section of The Dalles-California Highway, to Leonard & Slate, Multnomah, Oregon, who submitted the low bid at the bid opening on September 4, 1941.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 22, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST CONCURRENCE IN AWARD CONTRACT TODAY TO LEONARD AND SLATE FOR MADRAS-JUNIPER BUTTE PROJECT STOP ACQUISITION OF RIGHT OF WAY COMPLETE

R. H. BALDOCK

RECEIVED
SEP 26 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

37-2

Salem, Oregon
September 19, 1941.

Subject: Madras-Juniper Butte Section,
The Dalles-California Highway

To: Mr. E. H. Probert,
Office Engineer,
O f f i c e.

Dear Sir:

This is to advise you that all right of way matters now have been cleared on the Madras-Juniper Butte Section of The Dalles-California Highway in Deschutes County, on which bids were received on September 4th, with the exception of the Peterson property, Right of Way File 8632.

It has been suggested to this office that the Peterson property is not necessary to the construction of the project and acquisition thereof can be waived. Mr. Ray Webber is checking on this matter.

If the Peterson property is not necessary, there appears to be no reason why the contract can not be awarded from a right of way standpoint.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:TT
c.c. Mr. R. H. Baldock
Mr. H. G. Smith

Awarded Sept. 22

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OCT - 4 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 20, 1941

39-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project SN-FAP 39 (2), the Madras-Juniper Butte Section of The Dalles-California Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award will be withheld until the right of way is secured.

Please submit at your early convenience a revised project statement sketch map showing the revised alignment and also give the revised length of the project.

Reference is made to revised project statement sketch map for FAP 123, submitted February 1, 1933, showing the revised connection between FAP 123 and FAP 39 as at the corner common to Sections 16, 17, 20 and 21, T. 13 S., R. 13 E., W.M. We have changed the title sheet to show the correct connection and suggest you correct your records accordingly. A revised project statement sketch map for FAP 123 showing the new proposed alignment should also be submitted.

Copies of city resolution covering encroachments should be furnished with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

SN-FAP 309-A-1 Warm Springs River-Mill 1941
Cr. Sec., Warm Springs Hwy.
#2517

RECEIVED
MAR 5 - 1945
FOR FILING

309-A-1

March 2, 1945

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland (8), Oregon

Dear Sir:

We are enclosing herewith three copies of agreement with the contractor, Max J. Kuney, on the Warm Springs River-Mill Creek Section, Contract No. 5517, which agreement provides for termination of the contract and also reimbursement to the State for the estimated increase in cost for the completion of the project at a later date.

These copies were requested by Mr. Critchlow.

Very truly yours,

C. H. McCullough
Assistant State Highway Engineer

Encl.

Dictated by J. W. Nash/KR

RECEIVED

209-B-1

May 3, 1943

Max J. Kuney Company
E. 120 Ralph St.
Spokane, Washington

Gentlemen:

The State Highway Commission, at its meeting on March 17, 1943, granted you the extension of time requested, from July 31 to November 20, 1942, without penalty, in connection with contract No. 2517, for grading and construction of box culverts on the Warm Springs River-Mill Creek Section of the Warm Springs Highway, in Wasco County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - Mr. K. Chandler

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APR [illegible]
FOR FILE

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON 309-A-1

April 28, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 309-A (1)
Warm Springs River-Mill Creek Section
Warm Springs Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L.J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
APR 29 1943
STATE HIGHWAY COMMISSION

Wa 4pn 16 6 75

Form P. R. 2

State Oregon

Federal Aid Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of March, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 26th day of July, 1941, a project statement, which was approved on the 21st day of August, 1941, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of August 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred four thousand, nine hundred ten and 00/100

dollars ($ 104,910.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1937; Chap. 31, laws 1939; Chap. 589, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 697938.0 in the SE¼ of Section 18, T. 7 S., R. 11 E., W.M., and survey station 978987.4 in the NW¼ of Section 21, T. 8 S., R. 11 E., W.M.,

, length 6.907 miles, in Wasco County, being Section A(1) of Oregon Federal Aid project No. [illegible] consisting of 6.907 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, a [illegible]

16—11379 - GPO

REGIONAL HEADQUARTERS RECEIVED APR 19 1943

RECEIVED MAR 19 1943 DISTRICT 1

II

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Congress).

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of one hundred four thousand, nine hundred ten and 00/100 dollars ($104,910.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-nine thousand, five hundred twenty and 60/100 dollars ($129,520.60), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted].

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of APR 1 1943, 19__

[redacted] STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield
[redacted], State Highway Commission
(Title of officer)

By Thomas H. Cluggish
[redacted], State Highway Commission
(Title of officer)

By Herman Oliver
[redacted], State Highway Commission.
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. D. Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11579

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. SE-PAP 309-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 129,529.60 as the total estimated cost of said project, and the sum of $ 104,910.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and APR 1 1943

FEDERAL WORKS ADMINISTRATOR,

By H. W. Kemp
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10139

RECEIVED
MAR 23 1943
CONTROL

E07-A-1

March 20, 1943

General Casualty Company of America
Mansfield and Company, Agents
310 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2517 for work on the Warm Springs River-Mill Creek Section of the Warm Springs Highway, in Wasco County, has been terminated by the contractor, Max J. Kuney Company, in accordance with the supplemental agreement between the contractor and the State Highway Commission, dated March 17, 1943, and that final payment, in the amount of $2,069.75, for work performed, will be made on or after March 30, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands, incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $106,323.76, of which amount $49.28 represents the amount of force account items. This contract was terminated by action of the Commission on December 18, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
ORIGINAL
FOR FILING

307-A-1

March 18, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Warm Springs River Section, Project No. SM-FAP 309-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EH

Encls.

Charge to the account of

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE
TELEGRAM		ORDINARY
DAY LETTER		URGENT RATE
SERIAL		DEFERRED
OVERNIGHT TELEGRAM		NIGHT LETTER
SPECIAL SERVICE		SHIP RADIOGRAM

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

RECEIVED FEB 2 [illegible]

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

201-A-1

SALEM, OREGON
FEBRUARY 25, 1943

MAX J. KUNEY CO.
120 N. RALPH ST.
SPOKANE, WASHINGTON

NET TOTAL CONTRACT PAYMENTS FOR WARM SPRINGS CONTRACT WILL BE APPROXIMATELY ONE HUNDRED SIX THOUSAND THREE HUNDRED DOLLARS

R. H. BABCOCK

Thank you for an early reply.

Yours very truly,

Max J. Kuney

Max J. Kuney

mjk.c

RECEIVED [illegible]

...RVICE
...is is a full-rate ...elegram or Cable-gram unless its de-ferred character is in-dicated by a suitable symbol above or pre-ceding the address.

WESTERN UNION

(16)

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NT = Overnight Telegram
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH89 111/13= SPOKANE WASH 24 939A

OREGON STATE HIGHWAY COMMISSION=

[illegible] FEB 24 AM 10 18

PLEASE REPLY OUR LETTER FEBRUARY 23 CONCERNING CONTRACT 2517
FINAL ESTIMATE WESTERNUNION COLLECT=

MAX J KUNEY CO=

23 2517=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

quantities to make $3,300.00 total deduction or whether $3,300.00 is to be further deducted. In other words which figure $109,654.01 or $106,354.01 will be our approximate net total contract payments from you.

Thank you for an early reply.

Yours very truly,

Max J. Kuney

Max J. Kuney

mjk.c

RECEIVED
[illegible]

MAX J. KUNEY COMPANY

CONTRACTORS

EXECUTIVE OFFICE . N. 120 RALPH
SPOKANE, WASHINGTON

MEMBER
ASSOCIATED GENERAL CONTRACTORS
OF AMERICA

February 23, 1943

Oregon State Highway Commission
Salem,
Oregon

Warm Springs Highway
Contract 2517

Gentlemen:

Reference is made to your progress estimate on the above project dated January 7, 1943, marked Estimate No. 12 S.F. and showing $109,654.01 total earned.

This job was not entirely completed but under agreement with you dated December 18, 1942 the final estimate was to include payment for the value of the work not complete but with $3,300.00 to be deducted from the final payment.

In order for us to close our books for 1942 it is necessary for us to know the status of the present estimate. We are not concerned with the small amount final check of quantities may change this estimate but we wish to know whether the figure $109,654.01 is net after deducting quantities to make $3,300.00 total deduction or whether $3,300.00 is to be further deducted. In other words which figure $109,654.01 or $106,354.01 will be our approximate net total contract payments from you.

Thank you for an early reply.

Yours very truly,

Max J. Kuney

Max J. Kuney

mjk.c

RECEIVED
FEB 27 1943

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

February 24, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

207-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-FAP 309-A (1), Warm Springs River-Mill Creek Section of the Warm Springs Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
FEB 27 1943

RECEIVED
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FOR FILING

February 8, 1943

309-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 309-A (1), Warm Springs River-Mill Creek Section of the Warm Springs Highway, was made by a representative of this office on January 4, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

RECEIVED
FEB 9 - 1943
STATE HIGHWAY COMMISSION

Jno

RECEIVED
JAN 8 1943
FOR FILING

309-A-1

January 8, 1943

General Casualty Company of American
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Max J. Kuney Company, on contract No. 2517, covering construction of the Warm Springs River-Mill Creek Section of the Warm Springs Highway, in Wasco County. This payment, in the amount of $4,853.45, will be made on or after January 18, 1943. The retained percentage is $5,400.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, I wish to advise that this contract was terminated by action of the State Highway Commission at its meeting on December 18, 1942.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
A. L. MONSON

Form E-1—SH—4-42

304-A-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 2, 19 43

Section Warm Springs River - Mill Creek

Kind of work Grading and Box Culverts

Highway Warm Springs River

Section prefix 23 - 1013

Contractor Max J. Kuney

Contract number 2517

Date of contract Sept. 23, 19 41

Date of completion July 21 19 42

Date work started Oct 23, 19 41

Estimated date of completion Work ceased Nov. 14 1942

Amount of contract . . . . . $ 117,746.

Per cent of time elapsed 133.0(at time of quitting)%

Estimated cost of completed project, exclusive of engineering . . . . . $ 109,672.30

Per cent of contract completed, based on total contract price . . . . . 100.0 %

Engineering cost to date, $ 8753.16, 7.45 %

Date project was completed Work ceased Nov.14, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Miscellaneous work completed and annual inventory completed the past week.

All other members of the party transferred elsewhere and E.S.Hodge started vacation Jan.2 1943.

RECEIVED
STATE OF OREGON

NOTED
E. M. BO[illegible]

Signed E. S. Hodge

Address Madras

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.91				
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday	Pt. Fair		

STATE PRINTING DEPT.

RECEIVED
DEC 12 1942
FOR FILING

309-A-1

SALEM
December 21, 1942

Agreement re termination
of Max J. Kuney's contract

Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you, herewith, two copies of an agreement between the State Highway Commission and Max J. Kuney, terminating Mr. Kuney's contract for construction of the Warm Springs River-Mill Creek Section of the Warm Springs Highway, in Wasco County. These were signed by the Highway Commission on December 18, 1942.

I have retained the original for the Commission's records and files and have forwarded one fully executed copy to Mr. Kuney.

Secretary

EB

December 21, 1942

Mr. Max J. Kuney
North 120 Ralph Street
Spokane, Washington

Dear Sir:

I am enclosing, herewith, a fully executed copy of the agreement between yourself and the State Highway Commission, terminating your contract for construction of the Warm Springs River-Mill Creek Section of the Warm Springs Highway, In Wasco County. This agreement was signed by the Highway Commission on December 18, 1942.

This copy is for your records and files.

Very truly yours,

Secretary

RS

RECEIVED
JAN 7 1943
FOR FILING

File

309-A-1

December 21, 1942

Mr. Max J. Fuzzy
North 120 Ralph Street
Spokane, Washington

Dear Sir:

I am enclosing, herewith, a fully executed copy of the agreement between yourself and the State Highway Commission, terminating your contract for construction of the Warm Springs River-Mill Creek Section of the Warm Springs Highway, in Wasco County. This agreement was signed by the Highway Commission on December 18, 1942.

This copy is for your records and files.

Very truly yours,

Secretary

MK

SALEM
December 21, 1942

Agreement re termination
of Max J. Kuney's contract

Mr. C. B. McCullough
Assistant Chief Engineer

I am handing you, herewith, two copies of an agreement between the State Highway Commission and Max J. Kuney, terminating Mr. Kuney's contract for construction of the Warm Springs River-Mill Creek Section of the Warm Springs Highway, in Wasco County. These were signed by the Highway Commission on December 18, 1942.

I have retained the original for the Commission's records and files and have forwarded one fully executed copy to Mr. Kuney.

Secretary

RS

RECEIVED
DEC 22 1942
FOR FILING

209-A-1

Salem
December 21, 1942

Mr. S. H. Probert:

We hand you herewith two fully executed copies and two unexecuted copies of an agreement between the State Highway Commission and Max J. Kuney terminating his contract for the construction of the Warm Springs Highway in Wasco County.

One copy of this agreement has been forwarded to Mr. Kuney and Mr. Glaisyer has kept one for the Commission's files.

C. B. McCullough

JM:OA

cc: H. G. Smith

RECEIVED
NOV 30 1942
FOR FILING

209-A-1

November 28th, 1942

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 5900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Mrs. J. Henry on Contract No. 2512, SR-2AF 209-A (2), Warm Springs River-Mill Creek Section of the Warm Springs Highway, from July 31st, 1942 to November 30th, 1942.

The specified date of completion was July 31st, 1942, but Mr. Henry was given a shutdown order from December 24th, 1941 to April 16th, 1942 on account of the impossibility of working during the winter in the foothills of the mountains.

The contractor experienced the usual war-time difficulty of securing sufficient help, equipment and equipment repairs. He encountered rock in two of the cuts, which greatly delayed completion of the job, since he was unable to secure a shovel for several months and then was only able to operate for a single shift.

The contract has now been finalized by agreement, and it is recommended that this extension be granted without penalty.

Very truly yours,

R. H. BALDOCK
STATE ENGINEER

R

cc to: H. C. Smith

RECEIVED
NOV 24 1942
FOR FILING

309-A-1

November 24, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of November 23, 1942, I wish to advise that Max Kuney's contract No. 2517 is approximately 90 per cent complete. He has been paid $96,195.79.

Very truly yours,

AM

Secretary

RECEIVED
DEC 3 1942
FOR FILING

309-A-1

November 23, 1942

Max J. Kuney Company
N. 120 Ralph Street
Spokane, Washington

Gentlemen:

Herewith four copies of the agreement prepared pursuant to our understanding of last Saturday. If you approve, please sign and return and I will have it acted upon by the Highway Commission at its meeting on December 21.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

(Warm Springs River-Mill Creek Section,
Contract No. 2517)

RECEIVED
NOV 20 1942
FOR FILING

3-7-A-1

Oregon State Highway Commission

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise this message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

File

RECEIVED
NOV 20 1942
FOR FILING

SALEM ORG NOV 19 1942

WM.E. CHANDLER
STATE HIGHWAY DEPT BEND ORE

WE WILL ENDEAVOR TO NEGOTIATE SETTLEMENT WITH KINNEY SATURDAY MORNING TEN O'CLOCK MY OFFICE. PLEASE ADVISE SMITH AND ARRANGE FOR YOU AND HODGE TO BE PRESENT.

R. H. BALDOCK

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

File

SALEM, OREGON
NOVEMBER 4TH, 1942

RECEIVED
FILING

PUBLIC ROADS ADMINISTRATION
PORTLAND, OREGON

REFERENCE TO WARM SPRINGS RIVER PROJECT OREGON NH-PAP-309-A (1) COVERED BY PREFERENCE RATING ORDER P19E SERIAL NO. 6792, MAX J. KUNEY COMPANY, SPOKANE, WASHINGTON, CONTRACTOR. HEAVY RIPPER USED FOR RIPPING CEMENTED GRAVEL. EXCAVATION CANNOT OPERATE UNTIL TWO RIPPER TOOTH BOOTS VALUED AT $16.00 EACH ARE SUPPLIED. THESE PARTS WOULD BE PURCHASED WITH AN A-4 RATING MADE AVAILABLE BY PREFERENCE RATING ORDER P19E, SERIAL 6792, BUT THE SUPPLIER, H & L COMPANY, PORTLAND, OREGON, ADVISES THAT THEY CANNOT SUPPLY ON LESS THAN AN A-1-A RATING DUE TO ORDERS WITH HIGHER RATINGS. THIS $140,000 PROJECT IS ABOUT 95% COMPLETE, BUT THE CONTRACTOR CANNOT FINISH UNTIL THESE PARTS ARE OBTAINED, AND WINTER WEATHER MAY MAKE IT NECESSARY TO CLOSE DOWN UNTIL SPRING UNLESS FINISHED WITHIN TWO OR THREE WEEKS. WE REQUEST THAT AN A-1-A RATING BE GRANTED AS SOON AS POSSIBLE. WILL FOLLOW WITH WPB4 APPLICATION. NO PREVIOUS REQUESTS HAVE BEEN MADE FOR THESE PARTS.

R. H. BALDOCK

RECEIVED
NOV 17 1942
FOR FILING

309-A-1

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Warm Springs River-Mill Creek Section, Project No. DH-PAP 309-A (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. SR-7AP 309-A (1)

WARM SPRINGS RIVER-MILL CREEK SECTION

OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 28, 1942

All Required		Clearing and Grubbing		$ 3,000.00
300	cu. yds.	Structural Excavation, Unclassified	$ 2.00	600.00
1,000	cu. yds.	Trench Excavation, Unclassified	1.00	1,000.00
275,000	cu. yds.	General Excavation, Unclassified	.30	82,500.00
1,000,000	yd. sta.	Short Overhaul	.008	8,000.00
13,000	C-yd.sta.	Long Overhaul	.40	5,200.00
13,500	lin. ft.	Rounding Curbsmks	.08	1,080.00
5.52	miles	Finishing Roadbed and Slopes	300.00	1,656.00
1,400	lin. ft.	18" Corr. Metal Pipe	2.60	3,640.00
70	lin. ft.	24" Corr. Metal Pipe	3.50	245.00
300	lin. ft.	30" Corr. Metal Pipe	6.00	1,800.00
70	lin. ft.	48" Corr. Metal Pipe	9.00	630.00
168	cu. yds.	Class "A" Concrete	24.00	4,032.00
27,800	lbs.	Metal Reinforcement	.07	1,946.00
			Subtotal	$117,796.00
			10% Engr. & Cont.	11,774.60
			Total	$129,520.60

Length 6.907 miles
Cost per mile, Roadway $ 18,752.07

Federal Aid Funds	$104,910.00
State Funds	24,610.60
	$129,520.60

1942 Federal Aid Funds	$ 20,000.00	Length	1.317 miles
1943 Federal Aid Funds	$ 84,910.00	Length	5.590 miles

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939
State Funds for Maintenance: Chap. 329, laws 1939

Oregon State Highway Department

Federal Aid Project No. SN-FAP 309-A (1)

WARM SPRINGS RIVER-MILL CREEK SECTION OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 19, 1941

All Required		Clearing and Grubbing			$ 8,000.00
300	cu. yds.	Structural Excavation, Unclassified		$ 1.50	450.00
1,000	cu. yds.	Trench Excavation, Unclassified		1.50	1,500.00
275,000	cu. yds.	General Excavation, Unclassified		.35	96,250.00
1,000,000	yd. stas.	Short Overhaul		.007	7,000.00
13,000	C-yd.stas.	Long Overhaul		.50	6,500.00
13,300	lin. ft.	Rounding Cutbanks		.10	1,330.00
6.91	miles	Finishing Roadbed and Slopes		250.00	1,727.50
1,400	lin. ft.	18" Corr. Metal Pipe		2.50	3,500.00
70	lin. ft.	24" Corr. Metal Pipe		3.50	245.00
300	lin. ft.	36" Corr. Metal Pipe		6.00	1,800.00
70	lin. ft.	48" Corr. Metal Pipe		8.50	595.00
168	cu. yds.	Class "A" Concrete		30.00	5,040.00
27,800	lbs.	Metal Reinforcement		.07	1,946.00
			Subtotal		$135,903.50
			10% Engr. & Cont.		13,590.35
			Total		$149,493.85
		Length		6.907 miles	
		Cost per mile, Roadway		$ 21,643.81	

Federal Aid Funds- - - -

RECEIVED
SEP 2 1 1942
FOR FILING

304-A-1

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Kerner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that Max J. Kuney Company's contract, No. 2517, is approximately 72 per cent complete, and that the company has been paid the sum of $72,964.51.

Very truly yours,

AM

Secretary

RECEIVED
SEP 4 1942
FOR FILING

309-A-1

September 3, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Warm Springs River-Mill Creek Section
Federal Aid Project No. Oregon SH-PAP 309-A (1)

We are enclosing an original and six copies of a request to the War Production Board for an extension of time to Preference Rating Order No. P-19-g, Serial No. 679-3, which will expire on September 30, 1942.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:DG
Enclosure
cc - W. H. Glymer

September 3, 1942

Construction Branch
War Production Board
Washington, D. C.

Gentlemen:

Please consider this as our request for an extension of time on Limited Preference Rating Order No. P-19-a, Serial No. 679-8, which will expire September 30, 1942. The time limit was previously extended from June 30, 1942, to September 30, 1942, by an order issued by the War Production Board on August 14, 1942. Information supporting this request is as follows:

1. The original order was issued to cover the construction of the Warm Springs River-Mill Creek Section of the War Springs Highway in Wasco County, Oregon. This is a strategic military highway project, known as Federal Aid Project No. Oregon 88-WP 309-A (1).

2. Construction started October 24, 1941.

3. Construction is 60 per cent complete at the present time.

4. The work on this project will not be completed until about June 30, 1943. Unfavorable weather conditions during the period December 24, 1941, to April 16, 1942, caused a complete shutdown of construction operations. Due to a shortage of equipment, progress has been slow from April to date, and the job is only 60 per cent complete. Inclement weather conditions during the coming winter will probably force the contractor to close down, and the project will not be finished until in the Spring of 1943.

RECEIVED
SEP 4 1942
FOR FILING

307-A-1

August 29, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Warm Springs River-Mill Creek Section
Federal Aid Project No. Oregon SS-PAP 309-A (1)

We are enclosing an application for preference rating, Form No. PD-1A, to secure a rating higher than A-4 for some points for ripper teeth on a heavy ripper used to rip cemented gravel excavation on the above-named project.

In accordance with your letter of August 18, 1942, we have made this application in the name of the contractor instead of the Highway Department.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB DS
Enclosure
cc R. H. Clyner

RECEIVED
AUG 15 1942
FOR FILING

309-A-1

August 13, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Warm Springs River-Mill Creek Section
Federal Aid Project No. Oregon SS-FAP 309-A (1)

We are enclosing an application for preference rating, Form No. PD-1A, to secure a rating higher than A-4 for some points for ripper teeth on a heavy ripper used to rip cemented gravel excavation on the above project.

We are using the Form PD-1A, instead of following the instructions contained in your letter of July 7, 1942, because the preference rating order for the above project expired on June 30, 1942, and has not as yet been renewed as per our request.

Very truly yours,

R. H. Baldock
Chief Engineer

RHC BS
Enclosure
cc G. A. Gardner

RECEIVED
AUG 14 1942
FOR FILING

309-A-1

August 12, 1942

Warm Springs River-Mill Creek
Section Contract No. 2517

Mr. C. A. Gardner
Office

I am attaching a letter from Max J. Kuney Company requesting a higher preference rating in connection with their order for ripper teeth. Will you please give this your immediate attention?

R. H. Baldock
Chief Engineer

RHB:HI
cc Max J. Kuney Company
N. 120 Ralph
Spokane, Washington

RECEIVED
JUL 31 1942
FOR FILING
309-A-1

July 27, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Warm Springs River-Mill Creek Section
Federal-Aid Project No. Oregon SS-FAP 309-A (1)

We are enclosing an original and six copies of a request to the War Production Board for an extension of time to Preference Rating Order No. P-19-c, Serial No. 679-S, which expired June 30, 1942.

Very truly yours,

R. H. Baldock
Chief Engineer

CAG DG
Enclosure
cc C. A. Gardner

July 27, 1942

Construction Branch
War Production Board
Washington, D. C.

Gentlemen:

Please consider this as our request for an extension of time on Limited Preference Rating Order No. P-19-e, Serial No. 679-E, which expired June 30, 1942. Information supporting this request is as follows:

1. The original order was issued to cover the construction of the Vern Springs River-Mill Creek Section of the Vern Springs Highway in Vern County, Oregon. This is a strategic military highway project, known as Federal Aid Project No. Oregon SS-PIF 309-A (1).

2. Construction started October 24, 1941.

3. Construction is 50 per cent complete at the present time.

4. All work on the project should be completed on or before September 30, 1942. Unfavorable weather during the period December 24, 1941, to April 16, 1942, caused a complete shutdown of construction operations. This shutdown has delayed completion of the work.

5. The existing order has been extended to the purchase of the following items:

Steel Reinforcing	30,000	lbs.	$1,485.00
Corrugated Culvert Pipe	47,000	lbs.	5,693.04
Equipment Repair Parts	Lot		296.00

6. An amended order will be required to aid in the purchase of equipment repair parts that can no longer be obtained under an A-10 rating made available by Preference Rating Order No. P-100. The dollar value of this item is estimated at $4,100.00

Early action on this request will be appreciated, as the contractor's inability to obtain equipment repair parts on an A-10 rating is seriously delaying completion of the project.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB PH
cc Public Roads Administration (6)
C. A. Gardner

RECEIVED
APR 9 1942
FOR FILING

309-A-1

Salem
April 8, 1942

Warm Springs contract

Mr. H. G. Smith

O F F I CE

Mr. Max J. Kuney, contractor, conferred with the Commission at its meeting on April 1 in regard to his Warm Springs Highway contract. He questioned the advisability of completing the work in view of the difficulties in securing a high priority rating. He suggested cancellation of the contract and payment for the work already completed. The Commission decided to continue the work.

R. H. Baldock

JM:MC

RECEIVED
FOR FIL

30-4-7

April 1st, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This letter is about our contract with you for grading 7 miles of the Warm Springs Highway in Wasco County. The contract is dated September 23rd, 1941, and award was made on the basis of our low bid of $117,746.00 submitted September 4, 1941.

Work was commenced last fall and about $15,000.00 worth was completed before winter shut down in December. No more work has been done since then but weather conditions are now suitable to resume work.

We find now, however, that the materials and equipment which we ordered last fall for this work can not be delivered to this class of project. Our order for reinforcing steel was booked by the Truscon Company in November, 1941, for delivery in April, but now this company is making no deliveries on less than A-1-J priority. Our contract has A-4 priority and on this the Truscon Company say that as of today our order has no status whatever as to delivery.

The grading is tractor and scraper work. Last fall we ordered two D-8 tractors and two 20 yard scrapers for this job. No tractors had been delivered after August on less than A-2 priority but we expected that by April 1942, we could get delivery. Then came Pearl Harbor and delivery of tractors was stopped in February and it is now supposed that when tractors are released it will require A-1 priority. Scrapers are now available but only by special release on priority of A-1-B and, as we have said, our contract has A-4 priority.

These conditions make it impossible now for us to obtain the materials and equipment necessary to complete this contract properly and looking ahead beyond July we can only foresee conditions of increasing difficulty which will finally force a shut down unless the completion of this contract is certified to be a critical immediate necessity so that we can get equipment, repairs, tires and steel.

As to its necessity we find this. The Warm Springs Highway starts at Bear Springs on the Mt. Hood Loop and runs South 28 miles to connect with the existing graded road 4 miles North of the Warm Springs Indian Agency. At present only 7-1/2 miles of this 28 miles is graded and our contract of 7 miles is under construction. Our job deadends 3 miles from any existing road and is of no use whatever even for local traffic until a 300 foot span

bridge is built and grading is extended 6-1/2 miles South and with this done this whole section would be useful only for limited local traffic now being carried over existing roads.

To make this 28 mile gap useful for through traffic would require grading of the North 7 mile section as well as the South 6.5 mile gap, construction of the 300 foot span major structure similar to the Crooked River Bridge, and grading our 7 mile contract, and surfacing of this entire 28 miles plus 4 miles more South to the Warm Springs Agency.

If all of this is certified to be a critical immediate necessity then our contract would become a necessary link to be rushed to completion but unless the entire Warm Springs Highway is so certified the completion of our contract presents no benefit whatever.

Therefore, we submit that in these times there is no point in tying up on this project our equipment and personnel now urgently needed elsewhere on war effort and with this as our ruling motive we suggest that our contract be cancelled by mutual consent.

Knowing that this suggestion will give occasion for questions from you I will attend your meeting in Portland on April 2nd. I would appreciate the privilege of answering your questions and being heard.

Yours very truly,

MAX J. KUNEY COMPANY

By
Max J. Kuney, Proprietor

MJK:OK

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JAN 28 10-12
FOR FILING

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 13, 1941

309-9-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the approved right of way map for the Warm Springs-Mill Creek Section of the Warm Springs Highway, Oregon Federal Aid Project SN-FAP 309-A (1), received with your letter of December 11, 1941.

Right of way width is generally shown as 75 ft. on each side of the centerline instead of 100 ft. on each side as shown on the plans. In forwarding, we are requesting our Regional Office to make necessary corrections on the plan sheets.

We also note that besides SN-FAP 309-A (1), right of way to the southeast as far as the south boundary of Section 8, T. 9 S., R. 12 E., is included.

Very truly yours,

W. H. LYNCH
District Engineer

DEC 15 1941

SB-9-2 9

3V-3-4

RECEIVED
OCT 24 1941
FOR FILING

309-G-1

October 23, 1941

Max J. Kuney Company
418 Hutton Building
Spokane, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2517 awarded to you on September 23, 1941, for grading and construction of box culverts on the Warm Springs River-Mill Creek Section of the Warm Springs Highway, in Wasco County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. DeSart

RECEIVED
SEP 24 1941
FOR FILING

309-A-1

September 23, 1941

Mansfield & Company
310 Lewis Building
Portland, Oregon

Gentlemen: Attention Max J. Kuney

We are sending you today by express four copies of Contract No. 2547, which was awarded to the Max J. Kuney Company by the State Highway Commission on September 23, 1941, covering the Warm Springs River-Mill Creek Section of the Warm Springs Highway, in Wasco County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the Max J. Kuney Company.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. The contractor is expected to accept the terms of this act and to carry on his work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

RECEIVED
APR 15 1942
FOR FILING

309-A-1

September 23, 1941

Mr. Max J. Kuney
418 Hutton Building
Spokane, Washington

Dear Sirs

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 6.91 miles grading on the Warm Springs River-Mill Creek Section of the Warm Springs Highway, in Wasco County. This award was based on your low bid of $117,746.00 submitted on September 4, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - S. H. Probert
S. S. Paxson

Set engineer

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON SEPTEMBER 23 1943

MR. MAX J. KUHEY
416 HUTTON BUILDING
SPOKANE WASHINGTON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING WARM SPRINGS RIVER-MILL CREEK SECTION OF WARM SPRINGS HIGHWAY IN WASCO COUNTY BASED ON YOUR LOW BID SUBMITTED SEPTEMBER 4 1943. CONTRACT FORMS FOLLOW SHORTLY.

R B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

RECEIVED
SEP 24 1941

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 24 1941
STATE HIGHWAY COMMISSION

September 23, 1941

309-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with the request contained in your telegram of this date we hereby concur today in award of contract for Oregon Federal Aid Project No. SN-FAP 309-A (1), Warm Springs River-Mill Creek Section of the Warm Springs Highway, to Max J. Kuney, Spokane, Washington, who submitted the low bid at the bid opening on September 4, 1941.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
SEPTEMBER 23, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

MAY WE HAVE YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO MAX J. KUHNY FOR WARM SPRINGS RIVER-MILL CREEK PROJECT STOP ALL RIGHTS OF WAY ARE NOW ACQUIRED

R. H. BALDOCK

RECEIVED
NOV 17 1942
FOR FILING

August 15, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are sending, under separate cover, five blueprint copies of plan sheet number 2 for the Warm Springs River-Mill Creek Section, Project No. SS-FAP 309-A (1), on which sheet the typical cross-section has been revised to indicate 4 to 1 slopes for cuts of four feet or less.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
NOV 17 1942
FOR FILING

August 13, 1942

Mr. W. H. Wyman
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate, three copies of right of way statement and three copies of form PR 46 for the Hamm Springs River-Mill Creek Section, Project No. SH-FAP 309-A (1).

Five blueprint copies of plan sheet number two, showing revised typical section, are being sent under separate cover.

The copies of bid proposals and blueprint plans were sent to you previously.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. V. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 309-A (1)

WARM SPRINGS RIVER-MILL CREEK SECTION

OF THE WARM SPRINGS HIGHWAY IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 8, 1941

All Required		Clearing and Grubbing		$ 6,000.00
300	cu. yds.	Structural Excavation, Unclassified	$ 1.50	450.00
1,000	cu. yds.	Trench Excavation, Unclassified	1.50	1,500.00
275,000	cu. yds.	General Excavation, Unclassified	.30	82,500.00
1,000,000	yd. sta.	Short Overhaul	.007	7,000.00
13,000	C-yd.sta.	Long Overhaul	.50	6,500.00
13,500	lin. ft.	Rounding Cutbanks	.10	1,350.00
6.91	mile	Finishing Roadbed and Slopes	250.00	1,727.50
1,400	lin. ft.	18" Corr. Metal Pipe	2.50	3,500.00
70	lin. ft.	24" Corr. Metal Pipe	3.50	245.00
300	lin. ft.	36" Corr. Metal Pipe	6.00	1,800.00
70	lin. ft.	48" Corr. Metal Pipe	8.50	595.00
168	cu. yds.	Class "A" Concrete	30.00	5,040.00
27,800	lbs.	Metal Reinforcement	.07	1,946.00
			Subtotal	$120,153.50
			10% Engr. & Cont.	12,015.35
			Total	$132,168.85

Length 6.907 miles
Cost per mile, Roadway $ 19,135.49

Federal Aid Funds- - - -

WARM SPRINGS RIVER-MILL CREEK SECTION

PROJECT NO. FA 309-A (1)

While negotiations for right of way are in progress, three parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within twenty-one days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

August 8, 1941

PR 46

Roadway (Warm Springs River-Mill Creek)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 22, 1941 State Oregon

Completion Date (Est.) July 31, 1942 Project No. FAP 309-A (1)

Estimated Total Cost Roadway $132,168.85 Length: Miles 6.937

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	870	6	Metal culvert pipe	Lb.	45,000
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	27,800
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	18	10	Explosives	Lb.	80,000
5	Timber piling	Lft.					

20-4209 Swisshome Rock Production
Siuslaw & Alsea-Deadwood Hwys. 1941

#2519

R.H. Baldock

20-4209

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MAY 2 1942
FOR FILING

May 25th, 1942

FINAL COST ANALYSIS
Swisshome Rock Production
State Highways in Lane County

Contract 2518 Prefix 20-4209

A. S. Wallace, Contractor E. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
1¼"-0" Cr. Rock in S.P.	$4,244.78	2,372.3 Cu. Yd.	$1.79	$2.00	$4,744.60
3/4"-0" " " " "	1,046.56	584.9 " "	1.79	2.00	1,169.80
3/4"-½" " " " "	3,013.74	1,684.3 " "	1.79	2.00	3,368.60
½"-¼" " " " "	5,139.43	2,872.3 " "	1.79	2.10	6,031.83
¼"-0 " " " "	1,610.38	900.0 " "	1.79	1.70	1,530.00
Clear & Grub S.P. Sites	504.04	100%		500.00	500.00
Level S.P. Sites	171.58	100%		200.00	200.00
Woven Wire Fence	254.94	136 Rods	1.87	2.00	272.00
Gates	141.45	8	17.74	20.00	160.00
Screen Rejections	67.18	268.7 Cu. Yd.	0.25	0.25	67.18
Haul Adjustment - Favor of State	_____	- 2,172.4 Yd. Mi.		0.07	- 152.07
	$16,194.08				$17,891.94

Gross Revenue	$17,891.94
Total Cost	16,194.08
Net Profit	$1,697.86

Net Profit Equals 9.49% of Gross Revenue

Contract 2513

Details of Cost

Labor:			
Supervision		$416.00	
Labor		5,386.89	
State Industrial Accident		585.92	
Unemployment Compensation		174.09	
Old Age Benefit		58.03	
			$6,620.93
Materials:			
Fence Material		$169.15	
Gates	8 at $15.00	120.00	
			289.15
Miscellaneous:			
Equipment Rental (Incl. Repairs)		$4,849.00	
Gas, Oil & Grease		1,987.55	
Move In		698.57	
Plant Lumber		376.13	
Explosives		619.77	
Miscellaneous Expense		270.10	
Overhead Expense		166.25	
Home Office		137.71	
Bond		178.92	
			9,284.00
Total Cost			$16,194.08

Contract 2518

Analysis of Crushing Costs

	Cost	Quantity	Unit Cost
Move In	$1,223.46	8,413.8 Cu. Yd.	$0.1454
Set Up Plant	1,001.76	" " "	0.1191
Drill & Shoot Quarry	3,188.83	" " "	0.3790
Load Quarry Material to Trucks	1,134.51	" " "	0.1348
Haul Quarry Material to Plant	1,307.96	" " "	0.1555
Operate Plant	3,589.55	" " "	0.4266
	$11,446.07	8,413.8 Cu. Yd.	$1.3604

Contract 2518

Remarks:

This was a "State Project" and consisted of furnishing 8,400 cu. yds. of crushed rock in stockpiles. The contract was bid September 4th, and awarded September 24th, 1941. Work was started November 17th, and completed January 31st, 1942.

The contractor started moving in and setting up November 17th, and completed plant set-up on December 7th. He started drilling a 35-foot coyote on November 24th, and made the first shot on December 1st. Considerable rock from the shot had to be removed from the highway, and many large rocks had to be reshot for crushing. A blacksmith shop was operated to sharpen drill steel on the job. The crushing plant consisted of a 20" x 36" jaw, a 3' gyrosphere and an 18" x 30" rolls crusher, a 42" x 144" double-deck and a 42" x 144" triple-deck screen, 100 feet of 24-inch conveyor belt and 56 feet of bucket line. Power was furnished by a 200 h.p. Atlas diesel engine. The plant operated 300 hours to produce 8,414 cu. yds. of crushed rock at an average of 28 cu. yds. per hour. Crushed rock was hauled at an average cost of about 8¢ per yard mile. This was a difficult quarry to operate in, and drilling and shooting cost was high, but other items of cost were held down and with an adequate bid price the contractor was able to make a fair profit on the job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED
APR 9 1942
FOR FILING

20-4209

April 8, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2518 for the Swisshome Rock Production Project on the Siuslaw and Alsea-Deadwood Highways, in Lane County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made on or after April 18, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $17,891.94, including final payment, and that no force account work was performed therein. This contract was completed on February 7, 1942, and accepted by the Commission February 13, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

[illegible]
D. DeSart

Form E-1—SM—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 31, 1942

Section: Swisshome Rock Production Project

Kind of work: 8,600 C.Y. Cr. Mtls. in Stockpiles

Highway: Siuslaw and Alsea-Deadwood

Section prefix: 20-4209

Contractor: A. S. Wallace

Contract number: 2518

Date of contract: September 24, 1941

Date of completion: March 31, 1942

Date work started: November 17, 1941

Estimated date of completion: January 31, 1942

Amount of contract: $18,858.00

Per cent of time elapsed: 124/188 = 66%

Estimated cost of completed project, exclusive of engineering: $19,612.00

Per cent of contract completed, based on total contract price: 100%

Engineering cost to date, $869.32, 5%

Date project was completed: January 31, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR

Contractor completed all crushing operations on this project Saturday, January 31, and is now preparing to tear down crushing plant and move equipment from site of work.

NOTED
F.A.V. WEBBER

ENGINEERING

Inspector transferred from project Monday, January 26th.

NOTED
B. A. RICKETT

RECEIVED
FEB 2 - 1942

NOTED
E. M. BOOTH

Signed E. E. Hoffstetter Res. Engineer

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			30.0		
Miles partially completed			—		
Miles completed			30.0		
Total estimated quantities			8,600 C.Y.		
Estimated quantities moved or placed to date			8,600 C.Y.		
Average daily quantities			200 C.Y.		
Average daily quantities necessary to complete project on time			Completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			20		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	16					2	18
Men and teams							
Men and trucks under 3 tons	2						2
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	Rain		
Wednesday	Fair		
Thursday	Clear		
Friday	Cloudy		
Saturday	Showers		

STATE PRINTING DEPT.

RECEIVED
OCT 22 1941
FOR FILING

20-4209

R

October 21, 1941

A. S. Wallace
1249 Harrison St.,
Roseburg, Oregon

Dear Sir:

We are sending to you today by express a fully executed copy of each of the following contracts, which were awarded to you by the State Highway Commission:

Contract No. 2514 - covering the Substance Rock Production Project on the Siuslaw and Alsea-Deadwood Highways in Lane County, for furnishing 8,600 Cu. Yds. of Crushed Material in Stockpile, awarded Sept. 24, 1941.

Contract No. 2520 - covering the Pendleton-Meacham Section of the Old Oregon Trail Highway in Umatilla County, for furnishing 9,300 Cu. Yds. of Crushed Rock in Stockpile, awarded Oct. 3, 1941.

We are also sending an executed copy of each contract to the surety on your bond. These copies are for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

DDDelr

NOTED
D DeSart

RECEIVED
SEP 26 1941
FOR FILING

R

20-4209

September 25, 1941

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2518 which was awarded to you on September 24, 1941, by the State Highway Commission covering the Swiss Home Rock Production Project of the Siuslaw and Alsea-Deadwood Highways, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. C. DeSart

RECEIVED
APR 15 1942
FOR FILING

4 L
10/16/41

20-4209

September 24, 1941

Mr. A. S. Wallace
1249 Harrison Street
Roseburg, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for the Swiftshome Rock Production Project on the Siuslaw and Alsea-Deadwood Highways, in Lane County. This award was based on your low bid of $18,356.00 submitted on September 4, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HHG:AH Secretary

cc - S. H. Probert
C. A. Parsons

let completed

M

		SERVICE DESIRED	
		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON SEPTEMBER 24 1941

A B WALLACE

ROSEBURG OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR SHUTTLEROCK PRODUCTION PROJECT ON SIUSLAW AND ALSEA-DEADWOOD HIGHWAYS, LANE COUNTY, BASED ON YOUR LOW BID SUBMITTED SEPTEMBER 4,1941. CONTRACT FORMS FOLLOW SHORTLY.

R B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

RECEIVED
JAN 2 1 1942
FOR

38
8/14/41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

20-4209

Salem, Oregon
August 2nd, 1941

Subject: Swisshome Rock Production

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

L

REFERRED TO
Mr. Slaiger
By Chief Engineer
Agenda

Dear Sir:

May we have the approval of the Commission to the award of a rock production project on the Siuslaw Highway, called the Swisshome Rock Production Project, in the amount of $20,200.

I would like to put this on at the August or September letting in order to keep those contractors busy who make a practice of crushing maintenance materials.

The special maintenance budget has not been submitted by the division engineers, but I have been asking for a few individual projects in order to expedite the program.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

C. P.

FAS 239-E-2 Salt Cr.-Hanley Ranch Sec., 1941
Little Butte Secon. Hwy.
#2519

RECEIVED
NOV 28 1942
FOR FILING

FAS 239-E-2

November 27, 1942

United Pacific Insurance Company
Jo Strayan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2519 for work on the Salt Creek-Hanley Ranch Section of the Little Butte Secondary Highway, in Jackson County, has been completed by the contractor, Morris Brothers, and that final payment in the amount of $1,434.06 will be made to the People's National Bank of Washington on or after December 7, 1942.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $48,057.68, and that no force account work was performed therein. This contract was completed on May 7, 1942 and accepted by the Commission June 4, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

NOTED
A. L. MONSON

RECEIVED
OCT 31 1942
FILED

FH-239-E-2

October 30, 1942

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Morris Brothers, 303 Hoge Bui ding, Seattle, Washington, on contract No. 2519 covering the surfacing and oiling on the Salt Creek-Hanley Ranch Section of Little Butte Secondary Highway, in Jackson County. This payment, in the amount of $2,602.53, will be made to the Peoples National Bank of Washington on or after November 9, 1942. The retained percentage is $1,441.97.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

be

NOTED
A. L. MONSON

RECEIVED
AUG 7 1942
FOR FILING
FAS 3:7-E-2

July 24, 1942

REFERRED TO
BY SECRETARY

Mr. M. C. Geddes
Assistant Cashier
Peoples Natl. Bank of Washington
1414 Fourth Avenue
Seattle, Washington

Dear Sir:

This acknowledges your letter of July 23, enclosing in duplicate assignments given you by Morris Brothers, Contractors, Burlington, Washington, of all moneys due or to become due them in connection with their contracts Nos. 2519, 2462, and 2515, with the Oregon State Highway Commission, for certain state highway work in Oregon.

I regret to inform you that we cannot honor the assignments in the form in which they are written. We have standard forms for this purpose, copies of which are enclosed for each project, each being prepared in quadruplicate. Please have Morris Brothers sign all four copies of each assignment and return all copies to this office for further handling.

The assignment in each instance must be consented to by the surety on the bond furnished by Morris Brothers in connection with each job. We cannot honor assignments unless such consent of surety is obtained. The surety's letter should be in triplicate, so that we can attach an executed copy to each contract for future reference.

I am returning to you, herewith, both copies of each of the assignments, which were enclosed in your letter, as they have no value to us.

The early return of the enclosed assignments properly executed, with consent of surety in each instance, will expedite payments in accordance with the provisions of the assignments.

Very truly yours,

MEO:MS

Secretary

NOTED
D.G. DeSart

MAIN OFFICE
PEOPLES NATIONAL BANK OF WASHINGTON
FOUNDED 1889
1414 FOURTH AVENUE
SEATTLE, WASHINGTON

July 23, 1942

State of Oregon
Highway Commission
Salem, Oregon

Re: Contracts Nos. 2519,
2462 and 2515
NORRIS BROS.

Gentlemen:

We are enclosing herewith notices of assignment of all payments due or to become due on the above contracts of Norris Bros. Kindly acknowledge receipt of same on the copies of each assignment and return to us in the enclosed self-addressed envelope.

Very truly yours,

M. C. GEDDES
Assistant Cashier

CH:kg
encl.

ANSWERED
H. B. GLAISYER

RECEIVED
JUL 24 1942
STATE HIGHWAY COMMISSION

RECEIVED
JUL 30 1942
FOR FILING

FAS 231-E-2

July 29, 1942

Morris Brothers
1141 Fourth Avenue
Seattle, Washington

Gentlemen:

The Oregon State Highway Commission is in receipt of an assignment dated July 27, 1942, by which you have in writing assigned to the Peoples National Bank of Washington, 1414 Fourth Avenue, Seattle, Washington, all moneys due you in connection with your contract with the State of Oregon for surfacing and oiling the Salt Creek-Hanley Ranch Section of the Little Butte Secondary Highway, in Jackson County, which contract is identified in the State Highway Commission's files as State Highway Contract No. 2519.

The Oregon State Highway Commission will honor the foregoing assignment, but subject in all respects to the provisions of section 100 - 119, O. C. L. A., but the Commission reserves the right to refuse to honor the assignment with respect to any earned and unpaid funds at any time when in the judgment of the Commission the interests of the State or creditors of the said contractors who have an interest in the funds earned under said contract warrant such action. In other words, payment of any money under the assignment shall be controlled entirely by the provisions of said statute.

With the above understanding, we will be pleased to honor the above assignment and will instruct our auditor hereafter to mail warrants due you in connection with this job direct to the assignee, Peoples National Bank of Washington, Seattle, Washington.

Very truly yours,

Secretary

HBG:MM

cc - Auditor: I attach hereto for your information three signed copies of the above mentioned assignment, together with a copy of a letter from the surety company consenting thereto. I have retained the original of the assignment and surety company's consent thereto for the Commission's records and files.

cc - Peoples National Bank of Washington
1414 Fourth Avenue
Seattle, Washington
Attention: M. C. Geddes

cc - United Pacific Insurance Company
Exchange Building
Seattle, Washington

July 27, 1942

The Peoples National Bank of Washington
Seattle, Washington

Dear Sirs:

You have been requested by Morris, Bros., a copartnership, holding Contract No. 2519, surfacing and oiling Salt Creek-Hanley Ranch Section, Jackson County, Little Butte Secondary Highway, from the Oregon State Highway Commission, to make loans to said contractor in an aggregate principal amount not to exceed at any one time the sum of $15,000.00, and to take as security therefor an assignment of all monies due or to become due to said contractor from the Oregon State Highway Commission under said contract.

As the surety on the performance bond of said contractor, the undersigned is interested in said contractor obtaining said revolving credit from you, in consideration of which the undersigned hereby consents to an assignment by said contractor to you of all monies due or to become due said contractor from the Oregon State Highway Commission for work done on said contract, and hereby subordinates to your claim for full repayment of said revolving credit loan all claims to said monies that the undersigned now has, or may hereafter acquire, directly or by subrogation, arising out of the payment by the undersigned of claims for labor and material which said contractor has failed to pay.

This consent and subordination shall apply to all loans made by you to said contractor within said aggregate principal amount, and interest; and the repayment to you by said contractor, directly or by the application of said assigned amounts, of any part or all of said revolving credit shall not affect the validity of this consent and subordination as to any loans made by you to said contractor thereafter within said aggregate principal amount; but shall not be effective as to any further loans made by you to said contractor after receipt of written notice by you from the undersigned that no further loans will be covered by this consent and subordination.

The making of said loan, or loans, by you shall constitute an acceptance of this consent and subordination agreement and no notice to the undersigned will be necessary.

Yours very truly,
UNITED PACIFIC INSURANCE COMPANY

By _____
Thomas G. Hammond, Vice President

RECEIVED
JUL 7 1942
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

FAS 239-E-2

July 1, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 239-E (2)
Salt Creek-Hanley Ranch,
Little Butte Sec. Hwy.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUL 3 - 1942
STATE HIGHWAY COMMISSION

For

WAY-15351

Form P. R. 2

State [redacted]

Federal Aid Secondary Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of April, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of [redacted] hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto, particularly Sec. 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress)

Whereas the Highway Department of said State submitted on the [redacted] day of [redacted], 19[redacted], a revised project statement, which was approved on the [redacted] day of [redacted], 19[redacted], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section [redacted] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the [redacted] day of [redacted] 19[redacted]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of [redacted] dollars ($[redacted]) as the share of the United States payable under said act on account of Section [redacted] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ---- [redacted] (Include date and citation of act of legislature by which authorized)

(*b*) From other sources ----

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between [redacted] and [redacted] (Excepting therefrom the bridge between survey station [redacted])

----, length [redacted] miles, in [redacted] County, being Section [redacted] of [redacted] project No. [redacted], consisting of [redacted] miles of roadway and [redacted] bridges, [redacted] of more than 20 feet clear span, [redacted]

16—11379 GPO

RECEIVED JUN 27 1942 PUBLIC ROADS HEADQUARTERS

RECEIVED JUL 1 - 1942 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section [redacted] of said project shall not in any event exceed the sum of [redacted] dollars ($[redacted]), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of [redacted] dollars ($[redacted]), the approved total estimated cost of Section [redacted] of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to [redacted]

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of [redacted]

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: [redacted]

(Include reference to statute authorizing full and probable amount annually available)

JUN 1942 HEADQUARTERS

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11879

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted]

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the JUN - 1 1942 day of _____, 19__.

[redacted] STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
[redacted], State Highway Commission
(Title of officer)

By [signature]
[redacted], State Highway Commission
(Title of officer)

By _____
[redacted], State Highway Commission
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. M. Feary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. Federal Aid Secondary FAS 239-B(2) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 36,604.15 as the total estimated cost of said project, and the sum of $ 22,330.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of ____ one thousand nine hundred and JUN - 1 1942

U. S. GOVERNMENT PRINTING OFFICE 16—10186

FEDERAL WORKS ADMINISTRATOR,
By W. C. Tenney
Acting Commissioner of Public Roads.

FAS 239-E-2

RECEIVED
JUN 1 1942
FOR FILE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

June 8, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 239-E (2), Lake Creek-Hanley Ranch Section of the Little Butte Creek Highway, was made by a representative of this office on May 28, 1942

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED

Jon

Form E-1—SM—4-41

FAS 329-E-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 9th., 1942, 19

Section Salt Creek - Hanley Ranch

Highway Little Butte Secondary

Contractor Norris Brothers

Date of contract Octbber 1st., 1941, 19

Date work started October 23rd., 1941, 19

Amount of contract . . . . . $ 48,660.00

Kind of work 4.07 Mi. Surfacing and Oiling

Section prefix 115 - 1012

Contract number 2519

Date of completion July 31st., 1942, 19

Estimated date of completion May 7th., 1942, 19

Per cent of time elapsed . . . 72.7% %

Estimated cost of completed project, exclusive of engineering . . . . . $ 50,605.00

Per cent of contract completed, based on total contract price . . . . . 100% %

Engineering cost to date, $ 2836.00, 5.83% %

Date project was completed May 7th., 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed final seal Monday. Spent Tuesday, Wednesday and Thursday maintaining, blading shoulders and cleaning up.

George E. Wood, Inspector, Grade 4, at $ 185.00 per month transfered to C. C. Gall at Marshfield, effective May 8th., 1942

Henry E. Gale, Inspector, Grade 3, at $160.00 per month transfered to Tom Edwards at Medford, effective May 8th., 1942

Ezra A. Kenney, Checker, Grade 2, at $ 130.00 per month transfered to Tom Edwards at Medford, effective May 8th., 1942.

RECEIVED MAY 11 1942

NOTED E. M. BOOTH

Signed H. E. Roberts

Address P. O. Box 306, Grants Pass, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		4.07	XXXX	4.07	
Miles partially completed		XXXXX	XXXXX	XXXXX	
Miles completed		4.07	XXXXX	4.07	
Total estimated quantities		27,000	3,200	3,100 Tons Agg. 230 Tons Oil.	
Estimated quantities moved or placed to date		27,000	3,200	3,100 Tons Agg. 230 Tons Oil.	
Average daily quantities		XXXXX	XXXXX	XXXX	
Average daily quantities necessary to complete project on time		XXXXXX	XXXXX	XXXXX	
Number shifts per day		XXXXX	XXXXX	1	
Hours per shift		XXXXX	XXXX	8	
Average force on project for week		XXXXX	XXXXX	20	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels .....1....., Power graders .....2....., Rollers .....2....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers .....,Distributor 1....., Trucks 6 ....., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Warm		
Tuesday	Warm		
Wednesday	Warm		
Thursday	Warm		
Friday	Fair		
Saturday	Showers		

STATE PRINTING DEPT.

FAS 239-E-2
(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 30 1942
FOR FILING

April 28, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAS 239-E (2)
Lake Creek-Hanley Ranch Section
Little Butte Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
Sr. Highway Engineer

RECEIVED
MAR 4 1942
FOR FILING

FAS 239-E-2

March 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of February 28, 1942, we are sending, under separate cover, five blueprint copies of plan sheets numbers 4 and 5, for the Lake Creek-Hanley Ranch Section, Project No. FAS 239-E (2), on which sheets the location of perforated concrete pipe drains have been indicated.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 2 - 1942
STATE HIGHWAY COMMISSION

February 28, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of August 20, 1941, authorizing advertising of Oregon Federal Aid Secondary Project FAS 239-E (2), the Lake Creek-Hanley Ranch Section of the Little Butte Highway.

We have not yet received the detail plan sheets requested in that letter showing location of the perforated concrete pipe drains. Please furnish these at your earliest convenience.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
MAY 28 1942
FOR FILING

FAS 239-E-2

February 21, 1942

Mr. W. E. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lake Creek-Hanley Ranch Section, Project No. FAS 239-E (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-E (2)

LAKE CREEK-HANLEY RANCH SECTION

OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 11, 1942

300	cu. yds.	Trench Excavation, Unclassified	$ 1.25	$ 375.00
1,400	lin. ft.	6" Perforated Concrete Pipe	.50	700.00
220	cu. yds.	Rock or Gravel Backfill in Drains	1.75	385.00
17,700	cu. yds.	Selected Roadbed Topping	.42	7,434.00
67,000	yd. mi.	Hauling Roadbed Topping	.10	6,700.00
4,500	tons	3/4" - 0" Crushed Gravel in Base	1.60	7,200.00
500	M-gals.	Sprinkling	1.00	500.00
2.83	miles	Preparation of Base	250.00	707.50
2,150	tons	Furnishing and Placing Aggregates	2.50	5,375.00
122	tons	Furnishing and Placing 151-200 Asphalt	25.00	3,050.00
34	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	25.00	850.00
		Subtotal		$33,276.50
		10% Engr. & Cont.		3,327.65
		Total		$36,604.15

Length of Roadway 2.826 miles
Cost per mile $ 12,952.63

Note: Oiling not to be constructed across bridge.

FAS Funds- - - -

RECEIVED
OCT 24 1941
FOR FILING
FAS-239-E-7

R

October 23, 1941

Morris Bros.
303 Hoge Building
Seattle, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2519 awarded to you on October 1, 1941, for 4.07 miles surfacing and oiling of the Salt Creek-Hanley Ranch Section on the Little Butte Secondary Highway, in Jackson County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D DeSart

RECEIVED
OCT - 3 1941
FOR FILING

FAS 239-E-2

October 3, 1941

Morris Bros.
303 Hoge Building
Seattle, Washington

Gentlemen:

We are sending you today, by express, four copies of contract No. 2519 which was awarded to you on October 1, 1941, by the State Highway Commission covering 4.07 miles of surfacing and oiling on the Salt Creek-Hanley Section of the Little Butte Secondary Highway, in Jackson County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. G. DeSart

RECEIVED
APR 15 1942
FOR FILING

FAS 239-E-2

4 C
10/10/41

October 2, 1941

Morris Brothers
903 Hoge Building
Seattle, Washington

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission yesterday, October 1, 1941, awarded you the contract for 4.07 miles surfacing and oiling on the Salt Creek-Hanley Ranch Section of the Little Butte Secondary Highway, in Jackson County. This award was based on your low bid of $48,660.00 submitted on September 4, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AH Secretary

cc - S. H. Probert
G. S. Paxson

six executed

TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

MORRIS BROS.
303 Hoge Building
Seattle, Washington

SALEM OREGON OCTOBER 2 1941

STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY OCTOBER 1 CONTRACT FOR SURFACING AND OILING ON THE SALT CREEK-HANLEY RANCH SECTION OF LITTLE BUTTE SECONDARY HIGHWAY, JACKSON COUNTY, BASED ON YOUR LOW BID SUBMITTED SEPTEMBER 4, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

STANDARD TIME INDICATED

RECEIVED AT

PHONE 6000

SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16

Postal Telegraph (58)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

1941 SEP 31 PM 4 59

Cert. 1

,R31 19/17 GOVT SER=NX PORTLAND ORE 1 446P

R H BALDOCK=

:STATE HIGHWAY ENGINEER SALEM ORE=

WE CONCUR IN AWARD TODAY TO NORRIS BROTHERS LOW BIDDER SALT CREEK HANLEY SECTION OREGON FAS 239-E (2)=

ANDREWS.

FAS 239-E

Chief Engineer

By

S. E. Probert
Office Engineer

Dict. by J. E. Nash/EH

Charge to the account of $

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
OCTOBER 1, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
P. O. BOX 3900
PORTLAND, OREGON

REQUEST CONCURRENCE IN AWARD OF SALT CREEK-HAMLEY RANCH PROJECT TODAY TO MORRIS BROS. OF SEATTLE STOP ALL RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

RECEIVED
MAY 28 1942
FOR FILING

J-14

August 27, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page number 5 for the Salt Creek-Henley Ranch Section, Project No. FAS 239-E (2), in which page the reference made in the first paragraph under the subhead "Preparation of Roadbed" to "Article 16-4" of the standard specification, has been changed to "Article 16-5."

Very truly yours,

E. H. HALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

August 20, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

In accord with the request of Mr. Davis by phone, we are enclosing herewith three copies of form PR 46, covering material requirements for the Lake Creek-Hanley Ranch Section, Project No. FAS 239-B (2).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

August 11, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of form PR 46 to accompany plans and specifications for the Lake Creek-Hamley Section, Project No. FAS 239-E (2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 239-E (?)

LAKE CREEK-HANLEY RANCH SECTION

OF THE LITTLE BUTTE HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 11, 1941

300	cu. yds.	Trench Excavation, Unclassified	$ 1.75	$ 525.00
1,400	lin. ft.	6" Perforated Concrete Pipe	.75	1,050.00
220	cu. yds.	Rock or Gravel Backfill in Drains	2.00	440.00
17,700	cu. yds.	Selected Roadbed Topping	.35	6,195.00
67,000	yd. mi.	Hauling Roadbed Topping	.12	8,040.00
4,500	tons	3/4" - 0" Crushed Gravel in Base	1.50	6,750.00
500	M-gals.	Sprinkling	1.50	750.00
2.83	miles	Preparation of Base	100.00	283.00
2,150	tons	Furnishing and Placing Aggregates	2.50	5,375.00
122	tons	Furnishing and Placing 151-200 Asphalt	24.00	2,928.00
34	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	24.00	816.00
		Subtotal		$ 33,192.00
		10% Engr. & Cont.		3,315.80
		Total		$ 36,467.80

Length of Roadway 2.826 miles
Cost per mile $ 12,904.17

Note: Oiling not to be constructed across bridge.

FAS Funds	$ 18,000.00
State Funds	18,467.80
	$ 36,467.80

LAKE CREEK-HANLEY RANCH SECTION

PROJECT NO. FAS 239-E (2)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

August 11, 1941

PR 46

Roadway (Lake Creek-Hanley Ranch)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Sept. 22, 1941 State Oregon

Completion Date (Est.) July 31, 1942 Project No. [illegible]

Estimated Total Cost Roadway $ 36,467.20 Length: Miles 2.826

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.	22,000	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

RECEIVED
FEB [illegible]

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 20, 1941

FAS 239-F-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Highway Project FAS 239-E (2), the Lake Creek-Hanley Ranch Section of the Little Butte Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Detail plan sheets should be furnished to show the location of the perforated concrete pipe drains.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
OCT - 6 1941
FOR FILING
FAS 239-D-2

August 19, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of August 13, concerning the surfacing specified for the Salt Creek-Hanley Ranch Section of the Little Butte Highway, Project FAS 239-D(2).

The gravel which we propose to use in the topping on this project is a well-graded gravel containing from 20 to 35 per cent of material passing the ¼" screen. In even the coarest of the gravel, the voids will be completely filled, particularly in the lower portions to which the fines will settle under the spreading and compacting operations. We feel certain that the completed topping will be of sufficient density to prevent any damaging infiltration of subgrade soil.

If the topping on this project was to be of talus rock or quarry-run rock, we would agree that a cushion course under it would be very desirable, but, with a well-graded gravel, we do not consider a cushion course necessary. On this particular project, furthermore, we know of no source from which sand can be obtained, except by separation from gravel. If the time element did not enter, we could obtain sand from the gravel which is to be used in the manufacture of aggregates. That, however, would require the production and stockpiling of aggregates in advance of the placing of the topping, and would in all probability prevent the placing of the topping in time for use during the coming wet winter months.

We have used 3/4" - 0" crushed gravel in the 2½" course which is to be constructed over the topping, for the reason that 3/4" - 0" material will more readily move into and fill any voids that may occur in the upper portions of the topping as a result of

finer settling to the bottom of the topping courses, than will coarser materials. While we have specified a 2½" thickness of 3/4" - 0" materials, we expect a considerable part of this thickness to be lost into the topping and in the smoothing up of the topping. We expect, also, an additional considerable loss of materials while the surfacing is in use by traffic during the winter and spring months, and before the oil mat is constructed in the summer. The net thickness of 3/4" - 0" materials at the time of oiling will probably be little, if any, greater than is required to permit satisfactory preparation for the oiling.

Very careful attention was given to the design of the surfacing to be used on this project, and we feel certain that the type of construction and the thicknesses specified are adequate for the prospective traffic, or as nearly so as judicious policy in the expenditure of money will permit.

Very truly yours,

S. H. BALLOCK
Chief Engineer

By

S. H. Frobert
Office Engineer

SHF:ER

cc to Mr. H. G. Smith
Mr. K. D. Lytle

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

RECEIVED
STATE HIGHWAY COMMISSION

MONTANA
OREGON
WASHINGTON

August 13, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of P.S. & E. papers covering proposed surfacing and oiling of FAS 239-D (2), the Salt Creek-Hanley Ranch Section of the Little Butte Highway. It is noted the special provisions provide for the placing of the larger gravel on the bottom and the fine gravel in the top of the pit run gravel topping. On top of this gravel topping a 2 1/2" compacted base of 3/4" - 0" crushed gravel or rock is proposed which we do not believe will compact so as to make a suitable base without the addition of considerable filler.

60% + crushed from 1" + 50-30% Para 114"

This project, particularly between stations 625 and 690, has a poor subgrade material, and it is our thought that as there is some log and lumber hauling over this road a blanket of sand should be placed under the coarse gravel.

We would appreciate your comments regarding these points.

Very truly yours,

Top Course 2 1/2"
Base (Top Lift 3
(Bottom Lift 6" to 9"

W. H. LYNCH
District Engineer

By F. E. ANDREWS
Senior Highway Engineer

Pass on Falls a Cushion

30-4203 Pendleton-Meacham Rock Prod., Old Oregon Trail Hwy. 1941

#2520

RECEIVED
JAN 11 1943
FOR FILING

304203

January 9, 1943

Mr. A. S. Wallace
Enterprise, Oregon

Dear Sir:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from June 30 to October 14, 1942, without penalty, in connection with contract No. 2520, Pendleton-Meacham Section of the Old Oregon Trail, in Umatilla County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - Paul Van Soay

RECEIVED
DEC 23 1942
FOR FILING

30-4203

December 23, 1942

U. S. Fidelity & Guaranty Company
Raymond C. Weise
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2520, for work on the Pendleton-Meacham Rock Production Project on the Old Oregon Trail Highway, in Umatilla County, has been completed by the contractor, A. S. Wallace, and that final payment in the amount of $791.37 will be made on or after January 2, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $26,004.24, and that no force account work was performed therein. This contract was completed on October 14, 1942, and accepted by the Commission on December 18, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

RECEIVED
OCT 31
PORTLAND

30-4203

October 30, 1942

United States Fidelity & Guaranty Company
Raymond C. Weiss
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to A. S. Wallace, on contract No. 2520 covering the furnishing of crushed rock in stockpiles, on the Pendleton-Meacham Section of the Old Oregon Trail Highway, in Umatilla County. This payment, in the amount of $5,199.57, will be made on or after November 9, 1942. The retained percentage is $779.78.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no reponsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

be

NOTED
A. L. MONSON

Form E-1—6M—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY — No. 5

For Week Ending October 17, 1942

Section Pendleton - Meacham

Highway Old Oregon Trail

Contractor A. S. Wallace

Date of contract October 3, 1941

Date work started August 3, 1942

Amount of contract . . . . . $ 17,990.00

Kind of work Rock Production

Section prefix 30-4203

Contract number 2520

Date of completion ~~X~~ June 30, 1942

Estimated date of completion October 14, 1942

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . . $ 24,835.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 620.00, ... %

Date project was completed October 14, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed the work on this project on Thursday of this week, Oct. 14. Hoches dismantled his plant and has it all loaded to haul to Portland.

RECEIVED
OCT 19 1942
OFFICE OF ENGINEER

NOTED
E. M. BOOTH

Signed E. F. Chisholm

Address LaGrande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			13,000		
Estimated quantities moved or placed to date			13,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			15		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants ....1....,

Compressors ....1...., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	clear		
Monday	clear		
Tuesday	cloudy		
Wednesday	rain		
Thursday	clear		completed work at 3 P.M.
Friday	clear		
Saturday	clear		

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Persons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
SEPTEMBER 8, 1942

RECEIVED
SEP 9 1942
FOR FILING

MR. DEAN C. GALLAGHER
WAR PRODUCTION BOARD
WASHINGTON, D. C.

REFER TO MAINTENANCE AND REPAIR FILE 7775 A AND YOUR TELEGRAM SEPTEMBER 5. (1) AS WALLACE, CONTRACTOR, HEECHAM, OREGON. (2) NO PURCHASE ORDER NUMBER, ORDERED BY TELEPHONE. (3) SUPPLIER DOES NOT HAVE SHAFT IN STOCK. (4) PROMISED DELIVERY DATE ON REQUIRED RATING IS SEPTEMBER 11. (5) BREAKDOWN OCCURRED SEPTEMBER 3. (6) SUPPLIER CANNOT OBTAIN OR DELIVER ON LESS THAN AA-3 RATING DUE TO OTHER ORDERS WHICH HAVE HIGHER RATINGS. (7) NO PREVIOUS APPLICATION HAS BEEN MADE.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

CC: CONFIRMATION
R. H. BALDOCK
AUDITOR
FILES

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SEP 3 1942
FOR FILING
30-0203

Salem
September 1, 1942

Mr. S. H. Probert

On August 27 the Commission authorized additional stockpile materials in connection with the A. S. Wallace Contract No. 2520, Pendleton-Meacham rock project, estimated cost $6,845.

C. B. McCullough

JMC:CA

cc: H. G. Smith

Form A-109—433—7-41

Copy

C O P Y

OREGON STATE HIGHWAY DEPARTMENT

AGENDA
AUG 27 1942
3.1

30-4203

PRICE AGREEMENT

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Pendleton-Meacham Rock Production Date August 17, 1942

Highway Old Oregon Trail Contract No. 2520

County Umatilla Prefix 30-4203

Contractor A. S. Wallace F. A. Project No. -

Address Roseburg, Oregon Price Agreement No. 1

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Furnish approximately 3,700 cu.yds. of additional crushed rock in stockpiles.

Locations by station numbers:

Additional crushed rock to be placed in stockpiles at M.P. 254.4, 258.0 and 261.6.

Names of pay items, estimated quantities and agreed prices:

To Be Stockpiled at	Cu. Yds. to be Stockpiled 3/4"-½"	½"-¼"	¼"-10	⅜"-0"	Total	Price f.o.b. Stockpile	Amount
M.P. 254.4	670	370	230	230	1,500	$1.85	$2,775.00
M.P. 258.0	610	340	200	210	1,360	1.85	2,516.00
M.P. 261.6	380	210	120	130	840	1.85	1,554.00
TOTAL	1,660	920	550	570	3,700		$6,845.00

Specifications, basis of measurement and other provisions: Crushed rock to be manufactured, placed and measured in stockpiles in accordance with the provisions contained in Contract #2520. The crushed rock furnished under this agreement shall be added to (that is, stockpiled with) the specified quantities of crushed rock called for by Contract #2520 at the various stockpile sites listed above. In computing the haul adjustment the quantities covered by this agreement shall be considered as an overrun in the specified contract quantities and shall enter the haul adjustment computations as such.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

Total Original Authorizations . . . . . $ 20,064.00

Total Authorizations to Date . . . . . $ 20,064.00

Additional Authorization Requested . . . $ 6,845.00

Submitted by: E. F. Chidsey (Sgd) — Resident Engineer

Signed: A. S. Wallace — Contractor

Approval Recommended: Paul Van Scoy (Sgd) — Division Engineer

Approval Recommended: H. G. Smith (Sgd) — Construction—Bridge—Engineer

S.H.P.

Approved: R. H. Baldock (Sgd) — State Highway Engineer

STATE PRINTING DEPT.

C.P.

RECEIVED
JUL 31 1942
FOR FILING

20-4203

Salem
July 30, 1942

Contract No. 2520

Mr. S. H. Prebert:

At the meeting of the Highway Commission on July 23 authorization was granted for an expenditure to increase the yardage of material on the A. S. Wallace Contract No. 2520, Pendleton-Meacham Rock Production Project from 9300 cu. yds. to 13,000 cu. yds.

O. D. McCullough

JM:OA

cc: E. A. Collier
H. G. Smith

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1942

RECEIVED JUL 22 1942

30-1503

Subject: Pendleton-Meacham Rock Job

AGENDA JUL 23 1942 3d.

To: Mr. H. G. Smith
Construction Engineer

Dear Sir:

I have received a copy of Mr. Van Scoy's letter of July 17 to you concerning the Pendleton-Meacham Rock Production job.

I recommend the increase from 9,300 cubic yards to 13,000 cubic yards.

Very truly yours,

E. A. Collier

E. A. Collier
Maintenance Engineer

EAC/er

C. P.

FORM E-30 REM 3-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 20 1942

La Grande, Oregon
July 17, 1942

Subject: Pendleton-Meacham Rock Production

To: Mr. H. G. Smith
Construction Engineer
Salem, Oregon

Dear Sir:

Mr. A. S. Wallace will start his Pendleton-Meacham Rock Production Contract #2520 in about two weeks.

This job consists of 9,300 cubic yards of crushed rock in stockpiles to be produced from two quarries.

Owing to the fact that it is difficult to interest contractors in these jobs, we would like to increase the contract quantities to about 13,000 cubic yards. As our idea is to increase more on the Meacham end of the project than on the Pendleton end, the contractor's haul will be materially increased.

Our idea, if you agree to this increase, will be to have the contractor sign a price agreement to the effect that the haul adjustment rate as given in the general specifications and the unit price of the quantities as given in the Special Provisions will remain the same for the additional quantities. In other words, payment would be made in the same manner as if the contract quantities would have overrun.

Very truly yours,

Paul Van Scoy

PAUL VAN SCOY
Division Engineer

PVS:lm
cc

OK H.G.S.

cc E. A. Collier

RECEIVED
OCT - 6 1941

30-4203

October 6, 1941

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2520 which was awarded to you on October 3, 1941, by the State Highway Commission covering the Pendleton-Meacham Rock Production Project on the Old Oregon Trail Highway, in Umatilla County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM

NOTED
D. G. DeSart

RECEIVED
APR 15 1942
FOR FILING

30-4203

4 Rs

10/16/41

October 3, 1941

Mrs. A. S. Wallace
Roseburg, Oregon

Dear Mrs

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for the Pendleton-Hinkham Rock Production Project on the Old Oregon Trail Highway, in Umatilla County. This award was based on your low bid of $27,970, submitted on September 4, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

set engineer

cc S. S. Probert
C. S. Parsons

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	P	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
OCTOBER 3, 1941

MR. A. S. WALLACE
ROSEBURG, OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR PENDLETON-UMATILLA ROCK PRODUCTION PROJECT ON OLD OREGON TRAIL HIGHWAY UMATILLA COUNTY BASED ON YOUR LOW BID SUBMITTED ON SEPTEMBER 4, 1941. CONTRACT FORMS FOLLOW SHORTLY.

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

File

RECEIVED
JAN 21 1942
FOR FILING

30-4203

3d
5/14/41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26th, 1941

Subject: Pendleton-Meacham Maintenance Material Project

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

L

Dear Sir:

Will you kindly secure the approval of the Commission for the production of maintenance material on the Pendleton-Meacham Section, M.P. 232.68 to M.P. 263.8, at a total cost of $19,000.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

REFERRED TO
By Chief Engineer

C.P.

4-4207 Mecanicum Junct.-Sunset Camp RockProd
Golf Greek Highway L94L

#2521

RECEIVED
JAN 5 1943
FOR FILING
4-4207

Salem, Oregon
January 2, 1943

Contract No. 2521 and
Contract No. 2529

Mr. M. M. Hanke
O f f i c e

Relative to the release of final payments to A. S. Wallace, under contract No. 2521 and to Rogers Construction Company, under contract No. 2529, wish to advise that neither of these contractors have made a final clean-up of the premises to the satisfaction of the Engineer.

We cannot ask the Highway Commission to accept the projects or to authorize payment of the final estimates until such clean-up work has been done. Will you, therefore, please hang onto the warrants that you have in your safe until further advised.

Secretary

HBG:RS

NOTED
A. L. MONSON

RECEIVED
JAN 4 1943
FOR FILING
4-4207

SALEM
December 31, 1942

Contract No. 253

Mr. H. G. Smith
Construction Engineer

A. E. Wallace completed his contract No. 253, Bonanicum Junction-Sunset Camp Rock Production Project, on April 27, 1942, but it has not as yet been accepted by the State Highway Commission.

I am wondering if there is any reason why this contract cannot be presented to the Commission for acceptance at the meeting on January 14, 1943, so that the final warrant, which we have been holding for some time, can be released. Will you please advise. Thank you.

AM

Secretary

RECEIVED
JUL 9 1942
FOR FILING

4-4267

July 8, 1942

U. S. Fidelity & Guaranty Company
1112 Bodell Building
Portland, Oregon

Gentlemen:

We have your letter of July 7 inquiring in regard to any unusual circumstances that may be holding up the acceptance of A. S. Wallace's contract No. 2521, for the production of rock on the Roseburg Junction-Sunset Camp Section of the Wolf Creek Highway.

A final warrant has been ready for release for some time but is being held up by the contractor's delay in cleaning up his plant site. This contract cannot be presented to the Commission for acceptance until all state property is cleaned up in accordance with the specifications. This fact has been called to Mr. Wallace's attention, and we trust that he will comply with this part of the specifications in the near future.

Very truly yours,

Secretary

BOD:MS

cc - A. S. Wallace
Roseburg, Oregon

UNITED STATES FIDELITY AND GUARANTY COMPANY

PORTLAND OFFICE

1112 BEDELL BUILDING, PORTLAND, OREGON

TELEPHONE: ATWATER 8511

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

July 7,1942

Oregon State H,ghway Commission
Salem, Oregon

Re: Contract 2521
Rock production on the
Necanicum Junction-Sunset Camp
Section of the Wolf Creek Highway
Contractor: A. W. Wallace

Gentlemen:

Thank you for your letter of the 6th advising that the captioned contract has not yet been accepted by the Highway Commission.

We are wondering if there are any unusual circumstances holding up the acceptance of this job, inasmuch as we were advised some time ago that final was to be paid, and would appreciate your advices.

Very truly yours,

B. Spalding

Surety Department

Please reply

BVS

RECEIVED
JUN 13 1942
FOR FILING

H-4207

June 12, 1942

U. S. Fidelity & Guaranty Co.
Raymond G. Weiss
Bedell Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2521 for work on the Necanicum-Junction-Sunset Camp Rock Production Project, in Clatsop, Tillamook, Columbia and Washington Counties, has been completed by the contractor, A. S. Wallace, and that final settlement will be made on or after June 22, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $35,826.41, including final payment, and that no force account work was performed therein. This contract was completed on April 27, 1942, and has not yet been accepted by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
MAY 27 1942
FOR FILING

4-4207

May 26, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace, on contract No. 2521 covering the Mecanicum Junction-Sunset Camp Rock Production Project on the Wolf Creek Highway, in Clatsop, Tillamook, Columbia and Washington Counties. This payment, in the amount of $8,572.99, will be made on or after June 5, 1942. The retained percentage is $1,071.85.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAI COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

H. G. Smith

Form E-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 16, 1942

Section Necanicum Junction-Sunset Camp — Kind of work Crushed Rock in Stockpiles

Highway Wolf Creek — Section prefix 1-A1207

Contractor A.S. Wallace — Contract number 2521

Date of contract Oct. 16, 1941 — Date of completion June 30, 1942

Date work started ..., 19... — Estimated date of completion April 27, 1942

Amount of contract . . . . . $31,770 — Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $31,770

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $675.00, ...% — Date project was completed April 27, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Report

The final estimate was completed this week and was sent to Salem on May 15.

H. G. SMITH

RECEIVED
MAY 18 1942
OFFICE OF
DIVISION ENGINEER
PIERPOINT

RECEIVED
MAY 18 1942

Signed [signature]

Address Canyonville, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			29.58		
Miles partially completed					
Miles completed					
Total estimated quantities		1,003	19,831		
Estimated quantities moved or placed to date		1,003	19,831		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cloudy		
Wednesday	Showers		
Thursday	Showers		
Friday	Showers		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
NOV 13 1941
FOR FILING

4-4207

November 12, 1941

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2521 awarded to you on October 16, 1941, for the Reedsmicum Junction-Sunset Camp Rock Production Project on the Wolf Creek Highway, in Clatsop, Tillamook, Columbia and Washington Counties.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. C. DeSart

RECEIVED
OCT 21 1941
FOR FILING

4-4207

October 20, 1941

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2521 which was awarded to you on October 16, 1941, by the State Highway Commission covering stockpiling of crushed rock on the Necanicum Junction-Sunset Camp Section of the Wolf Creek Highway, in Clatsop, Tillamook, Columbia and Washington Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. C DeSart

RECEIVED
OCT 20 1941
FOR FILING

4-4207

October 16, 1941

Mr. A. S. Wallace
Roseburg, Oregon

Dear Sir:

The State Highway Commission, on October 16, awarded you the contract for the Rosenlawn Junction-Sunset Camp Work Production Project on the Wolf Creek Highway, in Clatsop, Tillamook, Columbia and Washington Counties. This award was based on your low bid of $31,770.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

cc - S. H. Probert
C. E. Peterson

111-1005 Condon-Morrow Co. Line Sec.,
Wasco-Heppner Secondary Hwy. 1941

#2522

RECEIVED
FOREMEN
III-1003

May 7, 1943

General Casualty Company of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

On April 23, 1943, we advised you that final payment, in the amount of $1,280.40, would be made to F. E. Hewett on contract No. 2522, Condon-Morrow County Line Section of the Wasco-Heppner Secondary Highway, on or after May 3, 1943.

Since then, the final payment on this contract has been reduced by $198.09 to cover the cost of some maintenance work. We, therefore, wish to advise that the corrected final payment, in the amount of $1,082.31, will be made on or after May 17, 1943. The total contract amount is now $54,797.96 rather than $54,996.05 as stated in my previous letter. No force account work was performed.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

NOTED
A. L. MONSON

RECEIVED
FILED

111-1005

April 23, 1943

General Casualty Company of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2522 for work on the Condon-Morrow County Line Section of the Wasco-Heppner Secondary Highway in Gilliam County, has been completed by the contractor, F. R. Hewett, and that final payment in the amount of $1,280.40 will be made on or after May 3, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $54,996.05, and that no force account work was performed therein. This contract was completed on September 10, 1942, and accepted by the Commission on December 18, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
FOR FILING

111-1022

March 3, 1943

General Casualty Company of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to F. R. Hewett on contract No. 2522, covering construction of the Condon-Arrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County. This payment, in the amount of $5,482.03, will be made on or after March 13, 1943. The retained percentage is $1,661.31.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

Form E-1—SM—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 13, 1943

Section Condon-Morrow County Line

Kind of work Surfacing and Oiling

Highway Wasco-Heppner Secondary

Section prefix 111-1005

Contractor F. R. Hewett

Contract number 2528

Date of contract October 17, 1941

Date of completion September 10, 1942

Date work started March 6, 1942

Estimated date of completion ....., 19.....

Amount of contract $ 70,240.50

Per cent of time elapsed 120.5 %

Estimated cost of completed project, exclusive of engineering $ 67,009.20

Per cent of contract completed, based on total contract price 90 %

Engineering cost to date, $ 2700, ... %

Date project was completed September 10, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi final sent to La Grande

389 of 273 days

RECEIVED
FEB 22 1943

NOTED
E. M. [illegible]

Signed L. R. Chandler

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		14.01		14.01	
Miles partially completed					
Miles completed		14.01		14.01	
Total estimated quantities		20,204.1	3548.3	738.25 Tons	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
DEC 4 1942
FOR FILING

111-1005

December 4, 1942

Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

The State Highway Commission, at its meeting on November 5, 1942, granted you the extension of time requested, from July 15 to September 10, 1942, without penalty, in connection with contract No. 2522 for surfacing and oiling the Condon-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

Very truly yours,

AM

Secretary

cc - Mr. Van Sacy

Form E-1—6M—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 12, 19 42

Section Condon - Morrow County Line

Kind of work Surfacing and Oiling

Highway Wasco - Heppner Secondary

Section prefix 111-1005

Contractor ~~[illegible]~~ F. R. Hewett

Contract number 2522

Date of contract October 17, 19 41

Date of completion July 15, 19 42

Date work started March 6, 19 42

Estimated date of completion ....., 19.....

Amount of contract . . . . . $ 70,240.50

Per cent of time elapsed 120.5 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 67,009.20

Per cent of contract completed, based on total contract price . . . . . 90 %

Engineering cost to date, $ 2700, ... %

Date project was completed September 10, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Shot the last of the oil Wednesday and hauled the last rock Thursday used 1800 gallons of # SC-6 to finish the final seal.

329 of 273 days

MAILED

RECEIVED
SEP 14 1942
OFFICE OF
CONSTR. ENGINEER

Signed L. R. Chandler

Address Pendleton Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		14.10		14.10	
Miles partially completed					
Miles completed		14.10		14.10	
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	"		
Tuesday	Cloudy		
Wednesday	"		
Thursday	Windy		
Friday	Fair		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
AUG 10 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Ore.
August 3, 1942.

NOTED
State Highway Engineer

III-1046

Subject: Oil - Condon-Morrow Co. Line Job

To: Mr. H. H. Baldock,
Chief Engineer,
Office.

Dear Sir:

I have been advised by contractor Hewett that the Standard Oil Company had only been able to start 2 cars of oil for the Condon-Morrow County Line job and that he could get no information as to the date when other cars could be forwarded. This was on account of the demand from jobs carrying greater priorities.

Under the circumstances it did not seem advisable for him to lose time waiting for oil, therefore I advised him to continue on the Boardman- Stanfield project until the situation clarified and he was assured of a continuous supply of oil at Condon.

Oil will be available for the Boardman-Stanfield without question.

Yours very truly,

H. G. SMITH,
Construction Engineer.

HGS/H

RECEIVED
JUL 30 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Condon Oregon
July 25, 1942.

111-1005-

Subject: Condon-Morrow County Line

To:

Mr. H. G. Smith,
Construction Engineer
State Highway Department
Salem, Oregon.

Attention Mr. Charles E. Low.

Dear Sir:

As per your request in our telephone conversation of a few days ago, I wish to advise that I have recently contacted the contractor, Mr. F.R.Hewett, who, advises that he expects to move his equipment to Condon about the middle of next week for work on the above project.

NOTED
C. B. McCullough

Very truly yours,

E. G. Bickmore

E. G. Bickmore
Resident Engineer.

RECEIVED
JUL 27 1942

RECEIVED
DEC - 1 1941
FOR FILING

111-1005

December 1, 1941

General Insurance Company of America
Oregon Service Office
601 Board of Trade Building
Portland, Oregon

Attention: F. J. Sellen

Gentlemen:

Reference is made to your letter of November 25, inquiring as to the delivery of the bonding company's copies of F. E. Hewett's contracts, No. 2522 and No. 2523, with the Oregon State Highway Commission.

I have delayed replying sooner because I wanted to check up on the delivery inasmuch as we forwarded a copy of each of these contracts to your Seattle office on November 12, 1941.

In checking up with the express company I find that the package containing the contracts was delivered to the General Insurance Company of America in Seattle at 12:30 p. m. on November 13, 1941, and they were signed for by a Mr. Bergstrom. I am further advised that the delivery record is on file in the accounting office of the express company in the Central Building, Seattle, where Mr. Bergstrom's signature may be inspected if you so desire.

It appears from the above that these contracts must be somewhere in your Seattle office. If further search for them fails to reveal their whereabouts we will be glad to send you additional copies upon request. However, they will be unsigned although I could certify that they are exact copies if you think that necessary.

Very truly yours,

HBG:AM

Secretary

cc - General Insurance Company of America
General Insurance Building
Seattle, Washington

F.R. Hewitt contracts sent to
Gen'l. Gas. Co. of America at seattle
on 11/12/41 signed for on express
ticket at 12:30 PM November 13, 1941
by Gen Cas Co. of Amer by Bergstrom
Signature may be inspected at accounting office
of RR Exp. Co. Central Bldg, Seattle

RECEIVED
NOV 13 1941
FOR FILING

111-1005

R

November 12, 1941

Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2522 awarded to you on October 16, 1941, for the surfacing and oiling of the Condon-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D . DeSart

RECEIVED
NOV 13 1941
FOR FILING

111-1005

Pacific Indemnity Company of America
First National Insurance Co. of Arizona
General Casualty Company of America

November 12, 1941

Oregon Service Office
General Casualty Company of America
601 Board of Trade Building
Portland, Oregon

Gentlemen: Attention F. J. Sellen

This will acknowledge receipt of your letter of November 10 regarding disposition of contracts No. 2522 and 2523, awarded to F. R. Hewett, Spokane, Washington.

We shall be pleased to see that an executed copy of each of these contracts is forwarded to your home office at Seattle. These are going forward today.

Very truly yours,

Secretary

HBG:BS

Noted
M.M.

NOTED
D. C. DeSart

H. K. DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES – SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

November 10, 1941

RECEIVED
NOV 13 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: F. R. Hewett, Spokane, Wash.

This office recently sent you four copies of duly executed contracts nos. 2522 and 2523, for above contractor.

Will you kindly see that our Home Office at Seattle, Washington is furnished with copies of the above numbered contracts?

Your courtesy is very much appreciated.

Very truly yours,

F. J. Sellen

F. J. Sellen
OREGON SERVICE OFFICE

ANSWERED
H. B. GLAISYER

RECEIVED
OCT 21 1941
FOR FILING

III-1005

October 20, 1941

Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

We are sending to you today, by express, four copies of Contract No. 2522 which was awarded to you on October 16, 1941, by the State Highway Commission covering 14.10 miles surfacing and oiling on the Condon-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. C. DeSart

RECEIVED
OCT 20 1941
FOR FILING

111-1005

October 18, 1941

Mr. F. E. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

The State Highway Commission, on October 16, 1941, awarded you the contract for 14.10 miles surfacing and oiling on the Condon-Herrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County. This award was based on your low bid of $63,855.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

CC - S. E. Propert
S. E. Paxton

11-4206 Condon-Service Creek Rock Prod.,
John Day Highway 1941

#2523

RECEIVED
SEP 21 1942
FOR FILING
11-4206

September 21, 1942

Shell Oil Company
1320 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Warner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that F. R. Hewett's contract, No. 2523, was completed on January 2, 1942, and was accepted by the State Highway Commission on February 13, 1942.

Very truly yours,

AM

Secretary

E.H. Baldock

11-4206

RECEIVED
APR 21 1942
FOR FILING

April 13th, 1942

FINAL COST ANALYSIS

Condon-Service Creek — F. R. Hewett, Contractor — John Day Highway
Contract No. 2523 — E. G. Bickmore, Resident Engineer — Prefix 11-4206

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in S.P.	$7,004.97	5,185.6	Cu. Yd.	$1.351	$1.50	$7,737.90
½"-¼" " " " "	5,836.73	4,320.3	" "	1.351	1.50	6,480.45
¼"-10 Mesh " " "	3,329.54	2,464.5	" "	1.351	1.50	3,696.75
Clearing & Grubbing of Stockpile Sites	51.49	100%				100.00
Leveling of S.P. Sites	198.78	100%				300.00
Woven Wire Stock Fence	1,192.63	456.98	Rods	2.61	2.50	1,142.45
Gates in Stock Fence	126.46	6	Each	21.08	25.00	150.00
S.P. Screen Rejects	157.43	629.7	Cu. Yd.	0.25	0.25	157.43
SP Haul Screen Rejects	4.82	60.2	Yd. Mi.	0.08	0.08	4.82
PA #1, 1¼"-3/4" Cr. Rock in Stockpile	359.50	266.1	Cu. Yd.	1.351	1.50	399.15
PA #2, Screen Rejects in Surfacing, Truck Measure	75.00	300.0	" "			75.00
Force Account	93.38					93.38
SP Haul Adjustment, Favor of State	_____	120.70	Yd. Mi.			- 84.49
	$18,430.73					$20,252.84

Gross Revenue	$20,252.84
Total Cost	18,430.73
Net Profit	$1,822.11

Net Profit Equals 9.0% of Gross Revenue

NOTED
State Highway Engineer

Detail of Cost

Labor:

Supervision	$453.90	
Labor	5,632.30	
State Industrial Accident Insurance	273.88	
State Unemployment & Social Security Ins.	243.45	
		$6,603.53

Materials:

Stock Fence	$317.78	
" " Gates	84.60	
" " Posts	108.00	
		510.38

Equipment Rental, Supplies & Misc.:

Equipment Rental (Includes Repairs)	$4,044.32	
Rented Equipment	1,908.14	
Gas, Oil & Grease	2,534.91	
Lumber (Bunkers)	64.78	
Drill Steel	130.10	
Explosives	1,341.45	
Small Tools & Misc. Supplies	483.00	
Bond	202.53	
Home Office & Overhead 3%	607.59	
		11,316.82

Analysis of Crushing Costs

	Cost	Quantity Produced	Unit Cost per Cu. Yd.
Move In & Set Up	$1,264.40	12,236.5 Cu. Yd.	$0.103
Strip Pit	104.83	" " "	0.009
Drill & Shoot	2,879.72	" " "	0.235
Load & Haul to Crusher (Dragline)	1,320.96	" " "	0.108
Crush	4,889.77	" " "	0.400
Less Screen Rejects 629.7 cu. yd. at $0.25	- 157.43		- 0.013
Less Screen Rejects in Surfacing, Truck Measure at $0.25	- 75.00		- 0.006
Stockpile	281.09	" " "	0.023
	$10,508.34		$0.859
Haul to Stockpile	6,022.40		0.492
Cost in Stockpile	$16,530.74		$1.351

Sizes & Quantities of Rock Produced

3/4" - 1/2" Crushed Rock in Stockpile	5,185.6 Cu. Yd.
1/2" - 1/4" " " " "	4,320.3 " "
1/4" - 10 Mesh " " " "	2,464.5 " "
1 1/4" - 3/4" " " " "	266.1 " "
	12,236.5 Cu. Yd.
Screen Rejects	929.7 Cu. Yd.

Remarks:

This was a "State Project", consisting of the crushing and stockpiling of 12,000 cu. yd. of crushed rock. The project was bid the 16th of October 1941. The contractor moved in October 25th, and finished January 2nd, 1942.

The length of the project, 40.61 miles, necessitated two set-ups, but the contractor moved in a semi-portable plant, and set-up costs were held to a minimum. The total elapsed time on the first set-up was 12 days and for the second 8 days. The plant consisted of the following equipment: One 95 h.p. diesel, one 200 h.p. diesel, one two-drum dragline with 1¼ cu. yd. Bagley, one 18" x 36" jaw crusher, one 3' cone crusher, one 18" x 24" roll crusher, one 30 cu. yd. steel bin, one 3' x 16' three-deck vibratory screen. Other equipment consisted of one 225 compressor, one 110 compressor, one #12 blade and one pick-up. Rented equipment included one #6 cat tractor and dozer and all trucks used for hauling.

The contractor, while bidding rather low in comparison with the average bid for this type of work, bid the job in conjunction with the Condon-Morrow County Line project, thereby reducing his move-in costs materially. He moved in with excellent equipment, had very good supervision and with low set-up costs and very little down time because of mechanical breakdowns, showed a substantial profit.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
MAR 11 1942
FOR FILING

11-42-6

March 10, 1942

General Casualty Company of America
C. H. Cleaver, Agent,
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2523 for work on the Condon-Servicecreek Section of the John Day Highway, in Gilliam and Wheeler Counties, has been completed by the contractor, F. R. Hewett, and that final settlement will be made on or after March 20, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $20,292.84, including final payment, of which $93.38 is for force account work. This contract was completed on January 2, 1942, and was accepted by the State Highway Commission on February 13, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HEG:AM

Secretary

NOTED
D. DeSart

RECEIVED
JAN 23 1942
FOR FILING

11-4206

January 22, 1942

General Casualty Company of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to F. R. Hewett, on contract No. 2523 covering the Condon-Servicecreek Rock Production Project on the John Day Highway, in Gilliam and Wheeler Counties. This payment, in the amount of $11,340.06, will be made on or after February 2, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. DeSart

Form E-1—OSH—10-40

OREGON STATE HIGHWAY COMMISSION (9)

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 3 1942, 19

Section Condon-Service Creek

Highway John Day

Contractor F. R. Hewette

Date of contract October 16, 1941, 19

Date work started October 25, 1941, 19

Amount of contract $19750.00

Estimated cost of completed project, exclusive of engineering $19,750.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $900.00, %

Kind of work Furnish Maintenance Materials

Section prefix 11-4206

Contract number 2523

Date of completion July 31 1942, 19

Estimated date of completion January 2, 1942, 19

Per cent of time elapsed 25 %

Date project was completed January 2, 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work in connection with the project was completed Friday January 2, 1942. The equipment used on the project is being hauled to Condon where it will be overhauled, repaired and then moved to the new setup six miles east of Condon on the Condon-Morrow Co. Line project.

All explosives have been removed from the project.

NOTED
RAY WEBBER

JAN 5 1942

Signed E. G. Dickinson

Address Arlington Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			12,000		
Estimated quantities moved or placed to date			12,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			7		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	cold		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
NOV 13 1941
FOR FILING

11-4206

November 12, 1941

Oregon Service Office
General Casualty Company of America
601 Board of Trade Building
Portland, Oregon

Gentlemen: Attention F. J. Sellen

This will acknowledge receipt of your letter of November 10 regarding disposition of contracts No. 2522 and 2523, awarded to F. R. Hewett, Spokane, Washington.

We shall be pleased to see that an executed copy of each of these contracts is forwarded to your home office at Seattle. These are going forward today.

Very truly yours,

Secretary

HBG:RS

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

Home Office - Seattle, Wash.

OREGON SERVICE OFFICE
601 Board of Trade Building

Portland, Oregon

November 10, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: F. R. Hewett, Spokane, Wash.

This office recently sent you four copies of duly executed contracts nos. 2522 and 2523, for the above contractor.

Will you kindly see that our Home Office at Seattle, Washington is furnished with copies of the above numbered contracts?

Your courtesy is very much appreciated.

Very truly yours,

(Signed) F. J. Sellen

F. J. Sellen

OREGON SERVICE OFFICE

(Original filed in contract no. 2522 - - 111-1005)

RECEIVED
NOV 13 1941
FOR FILING

11-4206

R

Mr Brown, agent

November 12, 1941

Receipt + 766
Sujar for 4:35 PM
by S.G.
RR exp. Inc. 11-26

General Casualty Company of America
Home Office
General Insurance Building
Seattle, Washington

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2523 which was awarded to F. R. Hewett on October 16, 1941, for the Condon-Servicecreek Rock Production Project on the John Day Highway, in Gillian and Wheeler Counties.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

signed for at Seattle. 12:30 Nov 13

Moffit, cashier

NOTED
D . DeSart

RECEIVED
NOV 13 1941
FOR FILING

11-4206

R

November 12, 1941

Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2523 awarded to you on October 16, 1941, for the Condon--Servicecreek Rock Production Project on the John Day Highway, in Gilliam and Wheeler Counties.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D . DeSart

RECEIVED
NOV - 4 1941
FOR FILING

11-4206

R

Nov. 1, 1941.

Mr. F. L. Hewett,
Contractor,
420 West 22nd Ave.,
Spokane, Wash.

Dear Sir:

In reply to your letter of October 30th, regarding wage rate for Bagley type scraper operator, we do not believe that this work would be properly classified as a hoist operator as such occupation would indicate work similar to erecting bridge work, etc.

The occupation in question would be properly classified under intermediate grade labor Group 1, 90 ¢ per hour. Payroll data could show this operation as Bagley operator.

Yours very truly,

R. H. BALDOCK,
[redacted]

F. R. HEWETT
CONTRACTOR
420 West 22nd Ave.
SPOKANE, WASH.

Oct. 30, 1941.

Oregon State Highway Commission
Salem, Oregon

Condon-Service Creek
Rock Production Project

Gentlemen:

It is noted that under the special provisions for this project a Hoist Operator(2 or more active drums) is classified as skilled labor, necessitating the payment of $1.20 per hour.

We supply our breaker crusher with a double drum, belt driven, hoist, operating a bagley type scraper. The hoist is driven from the line shaft that drives the crusher, and the hoist operator has no responsibility for any machinery, other than the hoist that he operates. We never have had a hoistman classed as skilled labor, and a $1.20 per hour rating would seem entirely out of proportion to the wages paid to other employees.

A hoisting engineer has been classed as skilled labor, but a hoisting engineer operates the power as well as the hoist and is responsible for the whole operation.

Please let me know if it was your intention to classify hoistmen, doing work such as I have described, classified as skilled labor.

Sincerely yours

F R Hewett

REFERRED TO
H C Smith
By Chief Engineer

RECEIVED
NOV 1 - 1941

RECEIVED
OCT 21 1941
FOR FILING

11-4206

October 20, 1941

Mr. F. R. Hewett
420 West 22nd Avenue
Spokane, Washington

Dear Sir:

We are sending you today, by express, four copies of contract No. 2523 which was awarded to you on October 16, 1941, by the State Highway Commission covering stockpiling of crushed rock on the Condon-Servicecreek Section of the John Day Highway, in Gilliam and Wheeler Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. C DeSart

RECEIVED
OCT 20 1941
FOR FILING
11-4206

R

October 18, 1941

Mr. F. R. Hewett
520 West 22nd Avenue
Spokane, Washington

Dear Sir:

The State Highway Commission, on October 16, 1941, awarded you the contract for the Condon-Servicecreek Rock Production Project on the John Day Highway, in Gilliam and Wheeler Counties. This award was based on your low bid of $19,750.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
C. S. Pearson

22-3406 Santiam Junct. Maint. Bldgs.
(Employee Cabins) 1941

#2524

RECEIVED
FOR FILING

22-2-6

March 3, 1943

General Casualty Company of America
Seattle, Washington

Attention: Gordon H. Sweeny, Legal Dept.

Gentlemen:

In reply to your letter of March 2, 1943, I wish to advise that, according to our records, there are claims outstanding, as follows, against Blair T. Alderman's contract No. 2524, which is for construction of frame cabins at the Santiam Junction Patrol Station, in Linn County:

The Miller Lumber Company	$ 3.00
The Oregon Portland Cement Company	$236.81

This contract was completed on August 25, 1942, and was accepted by the State Highway Commission on October 1, 1942. The total amount earned on this contract was $8,051.62, and the warrant covering final payment was mailed on December 23, 1942.

The only claim that has been filed, and still outstanding, against Mr. Alderman's contract No. 2540, Sigard Roadside Improvement Project in Washington County, is that of the State Unemployment Compensation Commission in the amount of $39.98. This contract was completed on April 1, 1942, and was accepted by the State Highway Commission on April 30, 1942. The total amount earned was $4,288.62, and the final warrant was mailed on January 25, 1943.

Very truly yours,

AM

Secretary

H. K. DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA
SEATTLE

March 2, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Blair T. Alderman
Our Bond 49523 - Roadside Improvement in Washington County on Pacific Highway in Tigard Section - $4,342.00
Our Bond 47771 - Construction of 2 Frame Cabins at Santiam Junction Patrol Station in Linn Co. - Contract 2524 -

We would appreciate having you check your records and advise us, in duplicate, as to whether any claims are still outstanding on either of these jobs, for labor or materials furnished, and if so, in what amount and when filed.

Your courtesy is appreciated.

Very truly yours,

Gordon H. Sweany
Legal Department

Gordon H. Sweany
rj

REFERRED TO
BY SECRETARY

RECEIVED
MAR 3 - 1943
STATE HIGHWAY COMMISSION

RECEIVED
DEC 24 1942
FOR FILING

22-3406

December 23, 1942

Mr. Walter H. Banks
Vice President
The First National Bank of Eugene
Eugene, Oregon

Dear Sirs

Replying to your inquiry of December 22, 1942, regarding the payment of the final amount to Blair T. Alderman for constructing frame cabins for the State Highway Commission at the Santiam Junction, wish to say that the warrant, covering this final payment, is being mailed to you today in conformity with the provisions of your assignment from Mr. Alderman.

Very truly yours,

HEG:AM

Secretary

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON
December 22, 1942

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. P. Glaisyer

Gentlemen:

We continue to hold in our collateral file an assignment of the Commission's contract with Blair T. Alderman covering the construction of maintainance buildings at Santiam Junction. We understand that all the work has been completed and the engineer's report submitted. Would you give us some idea as to when final settlement on this contract can be expected.

Yours very truly,

Walter H. Banks

Walter H. Banks
Vice President

mlr

Miss Monson
What is the status of this job?
H.B.

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 8 1942
FOR FILING

22-3406

December 7, 1942

Honorable Earl Snell
Secretary of State
C A P I T O L

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of December 5, 1942, with a copy of a letter from the State Unemployment Compensation Commission inclosed, advising that its claim against Blair T. Alderman in connection with contract No. 2524 has been paid in full.

Very truly yours,

AH Secretary

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 5, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed is a copy of the letter from State Unemployment Compensation Commission advising of the payment of their claim against Blair T. Alderman in the amount of $53.39, filed November 18, 1942, File No. 3075.

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc.

REFERRED TO
Miss Monson
BY SECRETARY

NOTED
A. L. MONSON

RECEIVED
DEC 7 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 1942
FOR FILING

22-3406

December 5, 1942

State Unemployment Compensation Comm.
550 Marion Street
Salem, Oregon

Attention: B. H. Cameron, Supervisor of Contributions

Gentlemen:

I wish to acknowledge receipt of and thank you for your letter of December 4, 1942, advising that your claim, in the amount of $53.39, against Blair T. Alderman in connection with state highway contract No. 2524 which is for construction of cabins at the Santiam Junction Patrol Station, in Linn County, has been paid in full.

We are today making note of this payment on our records of this contract.

Very truly yours,

AM Secretary

cc - Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

cc - General Casualty Co. of America
Eugene Insurance Agency, Agents
Miner Building
Eugene, Oregon

NOTED
A. L. MONSON

STATE UNEMPLOYMENT COMPENSATION COMMISSION

UNEMPLOYMENT COMPENSATION LAW

T. MORRIS DUNNE, CHAIRMAN
L. O. ARENS
C. M. RYNERSON
COMMISSIONERS

550 MARION STREET
SALEM, OREGON

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION AND

IN REPLY REFER TO

WEH:6601

December 4, 1942

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. H. B. Glaisyer, Secretary

Gentlemen:

This will advise that we have received from Mr. Blair T. Alderman direct, remittance in the amount of $53.39 in satisfaction of our claim dated November 17, 1942 for tax assessed in his execution of State Highway Contract No. 2524, being the construction of two frame employees' cabins at the Santiam Junction Patrol Station in Linn County, Oregon.

We, therefore, do by these presents release our claim in the amount of $53.39 on monies due him from the State of Oregon for the performance of that contract.

Yours very truly,

CONTRIBUTIONS SECTION

D. H. Cameron

D. H. Cameron
Supervisor of Contributions

REFERRED TO
Miss Morrison
BY SECRETARY
acknowledgement thanks
and record on card
WEH

RECEIVED
NOV 19 1942
FOR FILING

22-3406

November 19, 1942.

General Casualty Company of America
Eugene Insurance Agency, Agents
410 Miner Building
Eugene, Oregon

Gentlemen:

Attached hereto is a copy of claim, in the amount of $53.39, which has been filed in the office of the Secretary of State, by the State Unemployment Compensation Commission against the bond taken from Blair T. Alderman, in connection with state highway contract No. 2524, for construction of cabins in the Santiam Junction Patrol Station, in Linn County.

This notice is forwarded to you inasmuch as you appear as surety on the bond furnished by Mr. Alderman and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be
cc - Blair T. Alderman
2109 Alder Street
Eugene, Oregon

November 19, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 18, 1942, enclosing three copies of a Notice of Claim, in the amount of $39.98, filed by the State Unemployment Compensation Commission against the bond taken from Blair T. Alderman in connection with his contract with the State Highway Commission, No. 2540, for roadside improvement on the Tigard Section of the Pacific Highway West, in Washington County.

We also acknowledge receipt of three copies of a Notice of Claim, in the amount of $53.39, filed by the State Unemployment Compensation Commission against the bond taken from Blair T. Alderman in connection with his contract with the State Highway Commission, No. 2524, for construction work on the Santiam Junction-Patrol Station Section of the Junction of N. and S. Santiam Highways, in Linn County.

We have noted these claims in our records of the two above mentioned jobs and are today forwarding copies thereof to the contractor and his surety.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

bs

STATE UNEMPLOYMENT COMPENSATION COMMISSION

CLAIM

TO: Oregon State Highway Commission
Salem, Oregon

Notice hereby is given that the undersigned State Unemployment Compensation Commission of the State of Oregon has a claim for contributions and interest due the Unemployment Compensation Trust Fund on account of labor performed by workmen of Blair T.Alderman, said claim being in the sum of Fifty-three and 39/100 - - - - - - - -($53.39) Dollars, and against the bond taken from Blair T.Alderman, as principal, and the General Casualty Company of America, as surety,for the work performed on that certain construction contract entered into by the aforesaid Blair T.Alderman known as Oregon State Highway Commission, contract No. 2524, calling for the construction of two frame employees' cabins at the Santiam Junction Patrol Station in Linn County, State of Oregon.

Dated at Salem, Oregon this 17th day of November,1942.

STATE UNEMPLOYMENT COMPENSATION COMMISSION

by: S. GAISER
Secretary-Administrator

(SEAL)

Subscribed and sworn tobefore me this 17th day of November, 1942.

(SEAL)

W. E. HEATH
Notary Public for Oregon

My commission expires: February 6,1944.

Endorsed: File No. 3075
Filed November 18, 1942
EARL SNELL
Secretary of State

RECEIVED
NOV 20 1942
FOR FILING
22-2416

STATE UNEMPLOYMENT COMPENSATION COMMISSION

CLAIM

See FA 73-9

TO: Oregon State Highway Commission
Salem, Oregon

Notice hereby is given that the undersigned State Unemployment Compensation Commission of the State of Oregon has a claim for contributions and interest due the Unemployment Compensation Trust Fund on account of labor performed by workmen of Blair T. Alderman, said claim being in the sum of Fifty-Three and 39/100 - - - - - - - - ($53.39) Dollars, and against the bond taken from Blair T. Alderman, as principal, and the General Casualty Company of America, as surety, for the work performed on that certain construction contract entered into by the aforesaid Blair T. Alderman known as Oregon State Highway Commission, contract No. 2524, calling for the construction of two frame employees' cabins at the Santiam Junction Patrol Station in Linn County, State of Oregon.

Dated at Salem, Oregon this 17th day of November, 1942.

STATE UNEMPLOYMENT COMPENSATION COMMISSION

By: [signature]
Secretary-Administrator

Subscribed and sworn to before me this 17th day of November, 1942.

[signature]
NOTARY PUBLIC FOR OREGON
My Commission expires: February 6, 1944

to STATE UNEMPLOYMENT COMPENSATION COMMISSION dr

STATEMENT

BLAIR T. ALDERMAN

Contract No. 2524

PERIOD	PAY ROLL	CONTRIBUTIONS	INTEREST
10- 1-41 to 12-31-41	$1759.11	$10.35	$2.14
1- 1-42 to 3-31-42	1469.45	39.68	1.22
		$50.03	$3.36

RECEIVED
OCT 2 [illegible]
FOR FILING

22-3406

October 27, 1942

General Casualty Company of America
Eugene Insurance Agency, general agents,
410 Miner Building
Eugene, Oregon

Gentlemen:

This is to advise you that the full amount of the claim filed by the State Unemployment Compensation Commission, principally against Blair T. Alderman's contract No. 2524 for construction of the employees' cabins at the Santiam Junction Patrol Station, in Linn County, is $130.99 which includes a certain amount of interest accumulated at the rate of six per cent per annum. A certain portion of this claim may be against Mr. Alderman's contracts, No. 2509 for roadside improvement on the South Milton Section of the Oregon-Washington Highway, in Umatilla County, and No. 2540 for roadside improvement on the Tigard Section of the Pacific Highway West, in Washington County.

This information is given you inasmuch as you appear surety on the bonds furnished by Mr. Alderman in connection with each of the above-mentioned contracts.

Very truly yours,

AM

Secretary

cc - Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

NOTED
A. L. MONSON

October 27, 1942

State Unemployment Compensation Commission
550 Marion Street
Salem, Oregon

Attention: D. H. Cameron, Supervisor of Contributions

Reference your file: WEH 6601
6601 A

Gentlemen:

This acknowledges your letter of October 26, 1942, inclosing a statement of your claim against Blair T. Alderman in the amount of $130.99.

I note your statement that you cannot certify that the total amount of the liability is against state highway contract No. 2524, and in this connection wish to say that, if the total amount is not entirely against this contract, it will be necessary for you to file additional claims with the Secretary of State in order to recover the sums that are against other contracts, inasmuch as a separate bond was furnished by Mr. Alderman in connection with each job.

During the period covered by your statement Mr. Alderman had three jobs underway; namely, contract No. 2524 for construction of two frame employees' cabins at the Santiam Junction Patrol Station in Linn County; contract No. 2509 for roadside improvement along the South Milton Section of the Oregon-Washington Highway, in Umatilla County; and contract No. 2540 for roadside improvement along the Tigard Section of the Pacific Highway West, in Washington County.

It so happens that the bond furnished in connection with each of these jobs was written by the same company, General Casualty Company of America for whom the Eugene Insurance Agency is local agent with offices in Room 410 Miner Building, Eugene, Oregon.

In view of the above you may wish to segregate your claim as to each of these jobs and make a new filing with the Secretary of State in order to protect the full amount of your claim. In any event, I thought I should advise you of the facts.

Yours very truly

Secretary

HBG:AM

STATE UNEMPLOYMENT COMPENSATION COMMISSION

UNEMPLOYMENT COMPENSATION LAW

T. MORRIS DUNNE, CHAIRMAN
L. O. ARENS
C. M. RYNERSON
COMMISSIONERS

550 MARION STREET
SALEM, OREGON

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION AND
IN REPLY REFER TO WEH: 6601
6601A

October 26, 1942

Oregon State Highway Commission
State Office Building
Salem, Oregon

ATTENTION: H. B. Glaisyer

Gentlemen:

We appreciate sincerely your kind assistance concerning our claim against Mr. Blair T. Alderman.

As suggested in your letter of October 24, we are enclosing herewith a formal statement disclosing the amount owing with interest computed to October 26, 1942. Should payment of this claim be materially delayed, additional interest at the rate of six per cent per annum should be added on $128.35 from October 26 to date of payment.

We can not certify that the amount of tax assessed rests distinctly against pay roll in performance of contract #2524. We can, however, stipulate that this includes the tax so assessed. For that reason, we have not furnished the bonding company a statement, but have advised Mr. Alderman of the filing of the statement with the Secretary of State and with the State Highway Commission.

Upon receipt of reply from him our action may be more clearly defined, and should it be necessary, we will proceed to break down his pay roll in order to guarantee collection of tax assessed in performance of that contract.

Yours very truly,

CONTRIBUTIONS SECTION

D. H. Cameron

D. H. Cameron
Supervisor of Contributions

RECEIVED
OCT 27 1942
ST...

ENCLOSURE

to STATE UNEMPLOYMENT COMPENSATION COMMISSION dr

STATEMENT

BLAIR T. ALDERMAN

PERIOD	PAY ROLL	CONTRIBUTIONS
10- 1-41 to 12-31-41	$3127.58	$84.45
1- 1-42 to 3-31-42	2779.95	75.06
4- 1-42 to 4-4-42	56.95	1.54
TOTAL		$161.05
LESS PAYMENTS		32.70
PRINCIPAL UNPAID TAX		$128.35
ACCRUED INTEREST		2.64
TOTAL LIABILITY		$130.99

RECEIVED
OCT 26 1942
FOR FILING

22-3406

October 24, 1942

General Casualty Company of America
Eugene Insurance Agency, local agents,
Miner Building
Eugene, Oregon

Gentlemen:

This letter is simply to inform you that we have received notification from the State Unemployment Compensation Commission to the effect that they have a claim against Blair T. Alderman in the amount of approximately $130, which claim arises out of Mr. Alderman's contract, No. 2524, with the State Highway Commission for the construction of two frame employees' cabins at the Santiam Junction Patrol Station, in Linn County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Alderman in connection with this job.

Very truly yours,

HBG:AW

Secretary

cc - Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Miss Minor
record as card
HHS

I did at the
time the letter
was dictated
A M

October 24, 1942

...mpensation Comm.

...rdance with our telephone conversation, I am inclosing for your information a mimeographed excerpt from the state law with respect to the filing of claims against the bond furnished by contractors. You will note that the claim must be filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the project and acceptance of the same by the State Highway Commission, in the case of highway contracts.

The job with which you are concerned, state highway contract No. 2524 with Blair T. Alderman, was completed on August 25 and was accepted by the State Highway Commission on October 1, 1942. Your claim, therefore, would have to be filed with the Secretary of State prior to April 1, 1943, in order to hold the bond responsible and liable after that time.

Final payment has not as yet been made by the State Highway Commission for this job, although payment will be made as soon as the final voucher has been accepted by Mr. Alderman and has been signed by the State Highway Commission which we anticipate will take about two weeks.

As stated to you over the phone, the bond furnished by Mr. Alderman was written by the General Casualty Company of America for whom the Eugene Insurance Agency is the local agent with offices in the Miner Building, Eugene. I would suggest that you present your claim to the bonding company and also file the affidavit of claim with the Secretary of State.

I would also appreciate it if you will notify the State Highway Commission, by letter, of your claim and the amount thereof so as to complete our records of this job.

It has been our practice to notify the bonding companies of claims filed against any particular contract in which they are interested. Such procedure is being followed in this instance and I am advising the bonding company that you have a claim in the amount of approximately $130 against Mr. Alderman.

NOTED
A. L. MONSON

October 24, 1942

Mr. W. E. Heath
c/o Unemployment Compensation Comm.
550 Marion Street
Salem, Oregon

Dear Sir:

In accordance with our telephone conversation, I am inclosing for your information a mimeographed excerpt from the state law with respect to the filing of claims against the bond furnished by contractors. You will note that the claim must be filed with the Secretary of State prior to the expiration of a period of six months from date of completion of the project and acceptance of the same by the State Highway Commission, in the case of highway contracts.

The job with which you are concerned, state highway contract No. 2524 with Blair T. Alderman, was completed on August 25 and was accepted by the State Highway Commission on October 1, 1942. Your claim, therefore, would have to be filed with the secretary of State prior to April 1, 1943, in order to hold the bond responsible and liable after that time.

Final payment has not as yet been made by the State Highway Commission for this job, although payment will be made as soon as the final voucher has been accepted by Mr. Alderman and has been signed by the State Highway Commission which we anticipate will take about two weeks.

As stated to you over the phone, the bond furnished by Mr. Alderman was written by the General Casualty Company of America for whom the Eugene Insurance Agency is the local agent with offices in the Miner Building, Eugene. I would suggest that you present your claim to the bonding company and also file the affidavit of claim with the Secretary of State.

I would also appreciate it if you will notify the State Highway Commission, by letter, of your claim and the amount thereof so as to complete our records of this job.

It has been our practice to notify the bonding companies of claims filed against any particular contract in which they are interested. Such procedure is being followed in this instance and I am advising the bonding company that you have a claim in the amount of approximately $130 against Mr. Alderman.

NOTED
A. L. MONSON

If you have claims against any other highway contractors which you are unable to collect, we will be pleased to assist you as much as we can in connection therewith if you will advise us of the same.

Very truly yours,

HEG:AM

Secretary

22-3404

October 15, 1942

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

The State Highway Commission, at its meeting on October 1, 1942, granted you the extension of time requested, from December 31, 1941, to August 25, 1942, without penalty, in connection with contract No. 2524 for construction of cabins at the Santiam Junction Patrol Station on the Santiam Highway, in Linn County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - W. E. Chandler

RECEIVED
OCT 12 1942
FOR FILING

22-3/4

October 9, 1942

General Casualty Co. of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2524, for construction of two frame cabins at the Santiam Junction Patrol Station, at the junction of the North and South Santiam Highways, in Linn County, has been completed by the contractor, Blair T. Alderman, and that final payment will be made on or after October 19, 1942, to the First National Bank of Eugene, to which all moneys have been assigned.

There are claims filed against this project, of which you have been previously notified, aggregating $239.81.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $8,051.62, including final payment, and that no force account work was performed therein.

This contract was completed on August 25, 1942, and accepted by the Commission on October 1, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
OCT 7 1942
FOR FILING
22-3406

GENERAL
OF AMERICA

October 6, 1942

General Casualty Company of America
Seattle, Washington

Attention: Viola G. Holmes, Surety Dept.

Gentlemen:

As requested in your letter of October 1, 1942, I have filled in the status report on Blair T. Alderman's contract, No. 2524, and am returning it to you herewith.

Referring to the second paragraph of your letter, I wish to advise that we have no record of the claim of the Miller Lumber Company, in the amount of $3.00; having been paid. Also, according to our records, the claim of the Oregon Portland Cement Company, in the amount of $236.61, is still unpaid. There are no other claims outstanding against this contract to the best I am knowledge

Very truly yours,

AM

Secretary

H. K. DENT
PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

October 1, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Our Bond No. 47771 - Blair T. Alderman
Contract for Construction of Two Frame
Cabins at Santiam Junction Patrol Sta-
tion, Linn County - Contract No. 2524

We shall appreciate it very much if you will complete the attached status inquiry form, and return it for our file.

We are in receipt of a letter from the Eugene Insurance Agency dated July 23, 1942 addressed to the Miller Lumber Company, on which the Miller Lumber Company made a notation to the effect that their claim of $3.00 for materials furnished Mr. Blair T. Alderman had been satisfied and paid in full. We should also like to know whether the claim of the Oregon Portland Cement Company in the amount of $236.81 has been satisfied.

RECEIVED
BY SECRETARY

Very truly yours,

Viola G. Holmes
Surety Department

Viola G. Holmes
emd
Enclosure

RECEIVED
OCT - 2 1942
HIGHWAY COMMISSION

RECEIVED
JUL 17 1942
FOR FILING

22-3406

July 16, 1942

General Casualty Company of America
Seattle, Washington

Attention: Willard G. Sweany, Surety Department

Gentlemen:

Replying to your inquiry of July 14, 1942, relative to claims outstanding against Blair T. Alderman's contract, No. 2524, which is for construction of the Santiam Junction Patrol Station, we advise that there are two claims, of which you have been advised, for which we have received no releases.

The first claim is that of the Miller Lumber Company in the amount of $3.00, and the other is that of the Oregon Portland Cement Company in the amount of $236.81.

If these claims have been satisfied, we will appreciate your furnishing this office with a copy of the receipt covering each.

Very truly yours,

DD:AM

Secretary

NOTED
D. G. DeSart

H. K. DENT
PRESIDENT

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

July 14, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Our Bond No. 47771 - Blair T. Alderman
Contract for Construction of two Frame
Cabins at Santiam Junction Patrol Station
In Linn County

We acknowledge receipt of your reply to our status inquiry form in connection with this contract, showing the work to be 85% complete, and scheduled for completion on July 31, 1942.

You mention that a number of liens have been filed against this job, but it is our understanding that the claims have been paid, and the liens are no longer in force.

We should appreciate your confirmation of this information.

Very truly yours,

Willard G. Sweany
Surety Department

Willard G. Sweany
emd

REFERRED TO
Dr Sert
BY SECRETARY

give him a list of
the outstanding claims
and ask him for receipts
of they have been paid.

RECEIVED
JUL 16 1942
STATE ... COMMISSION

RECEIVED
JUN 19 1942
FOR FILING

22-3J06

June 18, 1942

General Casualty Company of America
Eugene Insurance Agency
Miner Bldg.
Eugene, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $236.81, which has been filed in the office of the Secretary of State by the Oregon Portland Cement Company against the bond taken from Blair T. Alderman, in connection with state highway contract No. 2524, for construction of two frame cabins at the junction of the North and South Santiam Highways, in Linn County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - Blair T. Alderman
2109 Alder Street
Eugene, Oregon

ROUTED
G. D. Hunt

June 18, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 11, 1942, enclosing copies of a claim in the amount of $236.81, which has been filed in your office by the Oregon Portland Cement Company against the bond taken from the General Casualty Company, as Surety, in behalf of Blair T. Alderman, in connection with state highway contract No. 2524, for construction of two frame cabins at the junction of the North and South Santiam Highways, in Linn County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTICE OF CLAIM

To the Oregon State Highway Commission and to the Hon. Earl Snell, Secretary of State.

SECRETARY OF STATE
STATE OF OREGON

NOTICE IS HEREBY GIVEN that the undersigned, Oregon Portland Cement Co., has a claim for cement furnished in the sum of $236.81 again t the bond taken from Blair T. Alderman and General Casualty Company of America for the work of constructing Employee Cabins at Santiam Junction Patrol Station in Linn County, Oregon, likewise designated as State Highway Contract 2524.

The cement in question was furnished b. the undersigned and used in connection with the construction of said buildings and the above amount represents the balance due on the approved and agreed contract price.

Dated this 5th day of June 1942.

OREGON PORTLAND CEMENT CO

By F. E. McCASLIN
Vice President

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

I, F. E. McCaslin, Vice President of Oregon Portland Cement Co., being first duly sworn, say: That I am the Vice President of Oregon Portland Cement Co. that I have read the foregoing claim, know the contents thereof and that the same is true as I verily believe.

F. E. McCASLIN

Subscribed and sworn to before me this 5th day of June 1942.

H. P. DAVIDSON
NOTARY PUBLIC FOR OREGON
My commission expires: June 18, 1944

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

On this 5th day of June 1942, before me appeared F. E. McCaslin, Vice President of Oregon Portland Cement Co., to me personally known, who being duly sworn, did say that he the said F. E. McCaslin is the Vice President of Oregon Portland Cement Co., the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said F. E. McCaslin acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF I have hereto set my hand and affixed my official seal, this, the day and year first in this, my certificate, written.

H. P. DAVIDSON
NOTARY PUBLIC FOR OREGON
My commission expires: June 18, 1944

(SEAL) FILED
File No. 3064
Filed June 11, 1942, EARL SNELL, Secretary of State

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

June 11, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Oregon Portland Cement Company for $236.81 against the bond taken from Blair T. Alderman, principal, and General Casualty Co. of America, surety, for work on the Employee Cabins at Santiam Junction Patrol Station, contract No. 2524, which was received and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Secretary of State

S:HO
Enc. 3

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JUN 18 1942
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
BY SECRETARY

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JUN 11 42
SALEM

NOTICE OF CLAIM

To the Oregon State Highway Commission and to the Hon. Earl Snell, Secretary of State.

NOTICE IS HEREBY GIVEN that the undersigned, Oregon Portland Cement Co., has a claim for cement furnished in the sum of $256.81 against the bond taken from Blair T Alderman and General Casualty Company of America for the work of constructing Employee Cabins at Santiam Junction Patrol Station in Linn County, Oregon, likewise designated as State Highway Contract 2524.

The cement in question was furnished by the undersigned and used in connection with the construction of said buildings and the above amount represents the balance due on the approved and agreed contract price.

Dated this 5th day of June 1942.

OREGON PORTLAND CEMENT CO

By F. E. McCaslin
Vice President

STATE OF OREGON)
) ss
COUNTY OF MULTNOMAH)

I, F. E. McCaslin, Vice President of Oregon Portland Cement Co., being first duly sworn, say: That I am the Vice President of Oregon Portland Cement Co, that I have read the foregoing claim, know the contents thereof and that the same is true as I verily believe.

F. E. McCaslin

Subscribed and sworn to before me this 5th day of June 1942.

To the Oregon State Highway Commission and to the Hon. Earl Snell, Secretary of State.

STATE HIGHWAY COMMISSION

NOTICE IS HEREBY GIVEN that the undersigned, Oregon Portland Cement Co., has a claim for cement furnished in the sum of $236.01 against the bond taken from Blair T Alderman and General Casualty Company of America for the work of constructing Employee Cabins at Santiam Junction Patrol Station in Linn County, Oregon, likewise designated as State Highway Contract 2524.

The cement in question was furnished by the undersigned and used in connection with the construction of said buildings and the above amount represents the balance due on the approved and agreed contract price.

Dated this 5th day of June 1942.

OREGON PORTLAND CEMENT CO

By F. E. McCaslin
Vice President

STATE OF OREGON)
)ss
COUNTY OF MULTNOMAH)

I, F. E. McCaslin, Vice President of Oregon Portland Cement Co., being first duly sworn, say: That I am the Vice President of Oregon Portland Cement Co. that I have read the foregoing claim, know the contents thereof and that the same is true as I verily believe.

F. E. McCaslin

Subscribed and sworn to before me this 5th day of June 1942.

K P Davidson
NOTARY PUBLIC FOR OREGON
My commission expires: June 18-1944

STATE OF OREGON)
)ss
COUNTY OF MULTNOMAH)

On this 5th day of June 1942, before me appeared F E McCaslin, Vice President of Oregon Portland Cement Co., to me personally known, who being duly sworn, did say that he the said FE McCaslin is the Vice President of Oregon Portland Cement Co., the within named corporation, and that the seal affixed to said instrument is the corporate seal of said corporation, and that the said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors, and said F E McCaslin acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF I have hereto set my hand and affixed my official seal, this, the day and year first in this, my certificate, written.

K P Davidson
NOTARY PUBLIC FOR OREGON
My commission expires: June 18-1944

RECEIVED
JUN 11 1942
FOR FILING
22-3406

June 9, 1942

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 8, in which you deny the claim of the Oregon Portland Cement Company in the amount of $236.81, for material furnished on your contract No. 2524, for construction of two frame cabins at the junction of the North and South Santiam Highways.

We note that you have furnished the Oregon Portland Cement Company and the surety company with copies of your letter.

Very truly yours,

Secretary

DOD:RS

NOTED
D.G. DeSart

June 9, 1942

General Casualty Company of America
Eugene Insurance Agency
Eugene, Oregon

Gentlemen:

Attached is a copy of a letter from Blair T. Alderman, in regard to the claim of the Oregon Portland Cement Company for material furnished on contract No. 2524.

This is for your information.

Very truly yours,

Secretary

DGD:RS

NOTED
D. G. DeSart

June 9, 1942

Oregon Portland Cement Company
111 S. E. Madison Street
Portland, Oregon

Gentlemen:

Attached is a copy of a letter from Elmir T. Alderman, in regard to the claim of the Oregon Portland Cement Company for material furnished on contract No. 2524.

This is for your information.

Very truly yours,

Secretary

DGD:RS

NOTED
D. G. DeSart

"Homes of Distinction"

2109 ALDER STREET — CONTRACTOR — TELEPHONE 306

EUGENE, OREGON

June 8, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir,

We are in receipt of a copy of a letter to the General Casualty Company of America at Eugene in which the Oregon Portland Cement Company states they have a claim against Mr. Alderman on contract No. 2524 for an account unpaid.

They are in error, perhaps unintentionally, as Mr. Alderman does not have an account with them. His cement for this contract was purchased through the Glenwood Building Supply and the money for the purchase was paid to them the same month of purchase - Nov. 1941.

The amount quoted in the letter coincides with the account the Glenwood Building Supply owes the Oregon Portland Cement Company for cement purchased directly by them and sold at retail from their office. This total includes purchases made as late as May 11, 1942 and has nothing to do with Mr. Alderman's contract, the Oregon State Highway Commission, or the General Casualty Company of America.

Mr. Alderman is absent on special defense work and cannot be reached for the next several days. For that reason I am writing you for him, to explain this error.

Very truly yours,

M. B. Alderman

cc - Oregon Portland Cement Company
111 S. E. Madison Street
Portland, Oregon

General Casualty Company of America
Eugene Insurance Agency
Eugene, Oregon

REFERRED TO
BY SECRETARY

Acknowledge & send copy of this letter to

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JUN 13 1942

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JUN 8 1942
FOR FILING

22-3406

June 6, 1942

General Casualty Company of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

We have today been informed by Cookingham & Manley, Attorneys at Law, Mead Building, Portland, that the Oregon Portland Cement Company has a claim in the amount of $236.81, for material furnished Blair T. Alderman as principal, and General Casualty Company of America as surety, on contract No. 2524 for construction of two frame cabins at the junction of the North and South Santiam Highway, in Linn County:

Very truly yours,

Secretary

DGD:RS

cc - Blair T. Alderman
2109 Alder St.
Eugene, Oregon

NOTED
D. G. DeSart

PRESCOTT W. COOKINGHAM
LEO J. HANLEY
HARRY LEHRER

COOKINGHAM AND HANLEY
ATTORNEYS AT LAW
604 MEAD BUILDING
PHONE ATWATER 8491
PORTLAND, OREGON

REFERRED TO
BY SECRETARY
prepare reply
return all papers
necessary or send

June 5 1942

State Highway Commission
Salem Oregon

Dear Sirs:

I represent the Oregon Portland Cement Company which sold a substantial amount of cement to Mr Blair T Alderman, who apparently sometimes operates under the assumed name of Glenwood Building Company at Springfield, Oregon, for the construction of Employee Cabins at Santiam Junction Patrol Station in Linn County, Oregon, for which bids were opened, I believe, about October 16 1941.

Will you kindly give us the name of the bonding company which bonded this job, so that we may file formal claim for the balance due amounting to $236.81?

Thank you very much for your cooperation.

Yours very truly
/ Prescott W. Cookingham
PRESCOTT W COOKINGHAM

PWC:FW

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JUN - 1942
STATE HIGHWAY COMMISSION

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JUN 8 1942
FOR FILING

Sa-706

June 6, 1942

Cookingham & Manley
Attorneys at Law
Mead Building
Portland, Oregon

Gentlemen:

In accordance with your letter of June 5, we advise that the surety bond on Elsir T. Alderman's contract No. 2524 for construction of two frame cabins at the junction of the North and South Santiam Highways in Linn County, was furnished by the General Casualty Company of America, through their resident agent, Eugene Insurance Agency, Miner Building, Eugene. Work on this contract has not yet been completed.

In accordance with our usual custom we are calling the attention of the contractor and the surety to the claim of the Oregon Portland Cement Company, in the amount of $236.81.

Very truly yours,

Secretary

DGD:MS

NOTED
D. G. DeSart

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FOR FILING
22-2406

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

May 25 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, copies of letters from Keith Brown Building Supply and Smith's Electric advising that their claims against Blair T. Alderman have been paid.

Very truly yours,

Earl Snell
Secretary of State

S. FO
encs. 2

REFERRED TO
BY SECRETARY

RECEIVED
JUN 2 [illegible]

NOTED
D. G. DeSart

COPY

SMITH'S ELECTRIC

Bend, Oregon

May 23, 1942

Secretary of State
Salem,
Oregon

Gentlemen:

This is to state that Mr. Blair T.Alderman, Eugene, Oreg., contractor for the buildings at the junction of the North and South Santiam Highways, has paid his account in full.

Very truly yors,
Smith's Electric
E. A. Smith

Eas/s

cc State Highway, Bridge Dept

Ghart

May 23, 1942

RECEIVED
MAY 25 1942

Secretary of State
Salem,
Oregon

Gentlemen;

This is to state that Mr. Blair T. Alderman, Eugene, Oreg., contractor for the buildings at the junction of the North and South Santiam Highways, has paid his account in full.

Very truly yours,
Smith's Electric
Ed Smith

Ess/s

cc State Highway, Bridge Dept.

NOTED
D.G. DeSart

COPY

KEITH BROWN BUILDING SUPPLY
Manufacturers-Distributors
Front and Court Streets: Phone 9111
Salem, Oregon

May 23, 1942

Mr.Earl Snell
Secretary of State
Salem, Oregon

Dear Mr.Snell:

This is your notification to cancel our claim against Blair T. Alderman on the Santiam job as the account has been paid in full.

Yours very truly,

KEITH BROWN BUILDING SUPPLY

M. L. Johnson

MLJ/em

NOTED
D G. DeSart

RECEIVED
APR 25 1942
FOR FILING

22-3406

April 24, 1942

General Casualty Company of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

We have been notified today by Smith's Electric, Bend, Oregon, that they have received partial payment, in the amount of $200.00, on Blair T. Alderman's contract No. 2524 for the construction of two frame cabins at the Santiam Junction Patrol Station, in Linn County.

This leaves a balance on this claim, in the amount of $82.10.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - Blair T. Alderman
2109 Alder Street
Eugene, Oregon

April 24, 1942

Smith's Electric
Bend, Oregon

Gentlemen:

This acknowledges receipt of your letter of April 23 advising that you have received $200.00 on Blair T. Alderman's account of $282.10, for contract No. 2524 for construction of two frame cabins at the Santiam Junction Patrol Station, in Linn County.

We thank you for this information.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EN

NOTED
D. G. DeSart

...ACT WIRING

ELECTRIC SUPPLIES

Smith's Electric

E. A. SMITH H. R. SMITH

ESTIMATES FURNISHED ON ALL CLASSES OF WORK

BEND, OREGON

April 23, 1942

RECEIVED
APR 24 1942

State Highway Dept.
Salem,
Oregon

Attention: Mr. Reeves

Gentlemen;

In regards to the claim which we have against Blair T. Alderman, contractor, for labor and material furnished for two small dwellings at the junction of the North and South Santiam in the amount of $282.10, would say that we have received $200.00 on the account which leaves a balance of $82.10.

Very truly yours,
Smith's Electric
E. A. Smith

EAS/s

Dillard
send letter

RECEIVED
APR 25 1942
FOR FILING

RECEIVED
APR 15 1942
STATE HIGHWAY COMMISSION

April 14, 1942

Secretary of State
Salem,
Oregon

Gentlemen;

Notice is hereby given to the State of Oregon for the Highway Dept. that the undersigned (E. A. Smith) has a claim for electrical material and labor furnished for two small dwellings at the junction of the North and South Santiam Highways in the amount of two hundred and eighty-two dollars and ten cents ($282.10) against the bond taken from the General Casualty Co. of America by Blair T. Alderman, who was the principle contractor for the construction and completeion of the two dwellings mentioned above.

Very truly yours,
Smith's Electric
E. A. Smith

EAS/s

cc to Mr. Reeves, Bridge Dept.,
State Highway Dept.
Salem, Oregon

NOTED
D.G. DeSart

April 14, 1942

Secretary of State
Salem,
Oregon

Gentlemen;

Notice is hereby given to the State of Oregon for the Highway Dept. that the undersigned (R. A. Smith) has a claim for electrical material and labor furnished for two small dwellings at the Junction of the South and North Cantham Highways in the amount of two hundred and eighty-two dollars and ten cents ($282.10) against the bond taken from the General Casualty Co. of America by Blair T. Alderman, who was the principle contractor for the construction and completion of the two dwellings mentioned above.

REFERRED TO
De Sart
BY SECRETARY

usual letters

RECEIVED
APR 25 1942
FOR FILING

22-3406

April 24, 1942

General Casualty Company of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

Attached hereto is a copy of a claim, in the amount of $3.00, which has been filed in the office of the Secretary of State by The Miller Lumber Company against the bond taken from Blair T. Alderman in connection with state highway contract No. 2524, Santiam Junction Patrol Station, in Linn County.

This information is given you inasmuch as you appear surety on the bond furnished by Mr. Alderman in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - Blair T. Alderman
2109 Alder Street
Eugene, Oregon

NOTED
D. G. DeSart

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 23, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

There are enclosed for your information and files, three copies of a notice of claim by The Miller Lumber Company for $3.00 against the bond taken from Blair T.Alderman, principal, and General Casualty Co. of America, surety, for work on the dwellings at the junction of the North and South Santiam highways, which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FO
encs. 3

COPY

THE MILLER LUMBER COMPANY
[illegible] Wall Street
Bend, Oregon

April 21, 1942

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given to the State of Oregon for the Highway Dept. that the undersigned (The Miller Lumber Company) has a claim for 50# 6d nails, @ 6¢ per pound, or in the amount of $3.00, which nails were furnished for two small dwellings at the Junction of the North and South Santiam Highways against the bond taken from the General Casualty Co. of America by Blair T. Alderman, who was the principal contractor for the construction and completion of the two dwellings mentioned above.

Very truly yours,

THE MILLER LUMBER COMPANY

By M. A. Miller
President

**The above-mentioned nails were delivered to the Smith Electric Co., Bend, Oregon.

HAM:mn

cc-Mrs. Reeves, Bridge Dept.
State Highway Commission
Salem, Oregon

THE MILLER LUMBER COMPANY
[illegible] Wall Street
Bend, Oregon

April 21, 1942

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given to the State of Oregon for the Highway Dept. that the undersigned (The Miller Lumber Company) has a claim for 50# 6d nails, @ 6¢ per pound, or in the amount of $3.00, which nails were furnished for two small dwellings at the Junction of the North and South Santiam Highways against the bond taken from the General Casualty Co. of America by Blair T. Alderman, who was the principal contractor for the construction and completion of the two dwellings mentioned above.

Very truly yours,

THE MILLER LUMBER COMPANY

By H. A. Miller
President

**The above-mentioned nails were delivered to the Smith Electric Co., Bend, Oregon.

HAM:mm

cc-Mrs. Reeves, Bridge Dept.
State Highway Commission
Salem, Oregon

Endorsed: File No. 3059
Filed April 23, 1942
EARL SNELL, Secretary of State

April 21, 1942

RECEIVED
APR 23 1942

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given to the State of Oregon for the Highway Dept. that the undersigned (The Miller Lumber Company) has a claim for 50# 6d nails, @ 6¢ per pound, or in the amount of $3.00, which nails were furnished for two small dwellings at the Junction of the North and South Santiam Highways Against the bond taken from the General Casualty Co. of America by Blair T. Alderman, who was the principal contractor for the construction and completion of the two dwellings mentioned above.

Very truly yours,

THE MILLER LUMBER COMPANY

By _____
President

**The above-[redacted]ned nails were delivered to the Smith Electric Co., Bend, Oregon.

[redacted]

cc-Mr. Reeves, Bridge Dept.
State Highway Commission
Salem, Oregon

REFERRED TO
BY SECRETARY

RECEIVED
APR 21 1942
FOR FILING

22-3706

April 20, 1942

General Casualty Co. of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

This is to advise that we have today received notice through the Secretary of State that the claim of Keith Brown Building Supply, against the bond taken from Elmir T. Alderman in connection with contract No. 2524, for construction of two cabins at the Santiam Junction Patrol Station, in Linn County, has now been reduced to $250.26.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - Elmir T. Alderman
2109 Alder Street
Eugene, Oregon

NOTED
D.Q. DeSart

April 20, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This will acknowledge receipt of your letter of April 18, 1942, enclosing a copy of a letter from Keith Brown Building Supply, advising that their claim against Blair T. Alderman's contract No. 2524, for construction on two cabins at the Santiam Junction Patrol Station, in Linn County, has been reduced to $250.26.

We are today notifying the bonding company and the contractor of the reduction in this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
APR 20 1942
STATE HIGHWAY COMMISSION

April 18, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information, a copy of a letter from Keith Brown Building Supply advising that their notice of claim against Blair T. Alderman has been reduced to $250.26.

Very truly yours,

Earl Snell
Secretary of State

S:F
enc.

Dept
usual letters

COPY

KEITH BROWN BUILDING SUPPLY
Manufacturers - Distributors
Front and Court Streets : Phone 9111
Salem, Oregon

April 17 1942

Mr.Earl Snell
Secretary of State
Salem, Oregon

Dear Mr.Snell:

On April 14th we received your acknowledgment of our claim for $550.26 against the bond taken from Blair T.Alderman. Today we received a check from Mr. Alderman for $300.00 which reduces the balance due us to $250.26.

Will you please change this on your record?

Yours very truly,

KEITH BROWN BUILDING SUPPLY

M. L. JOHNSON
M. L. Johnson

MLJ/em

April 17, 1942

General Casualty Co. of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $282.10, which has been filed in the office of the Secretary of State by Smith's Electric, against the bond taken from Blair T. Alderman, in connection with state highway contract No. 2524, for construction of two cabins at the Santiam Junction Patrol Station, at the junction of the North and South Santiam Highways, in Linn County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - Blair T. Alderman
2109 Alder St.
Eugene, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 15, 1942

RECEIVED
APR 17 1942
STATE HIGHWAY COMMISSION

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

We have received and filed as of this date a notice of claim by Smith's Electric, Bend, Oregon for material and labor furnished in the sum of $282.10 against the bond taken from Blair T. Alderman, principal, and the General Casualty Company, surety, for work in connection with two dwellings at the junction of the North and South Santiam Highways .

A copy of the notice is enclosed, together with two additional copies for principal and surety.

Kindly acknowledge receipt of the copies for our files,

Very truly yours,

Earl Snell
Secretary of State

S:FL

Enc. 3

COPY

SMITH'S ELECTRIC

E. A. Smith E. R. Smith

Bend, Oregon

April 14, 1942

Secretary of State
Salem,
Oregon

Gentlemen:

Notice is hereby given to the State of Oregon for the Highway Dept. that the undersigned (E. A. Smith) has a claim for electrical material and labor furnished for two small dwellings at the junction of the North and South Santiam Highways in the amountof two hundred and eighty-two dollars and ten cents ($282.10) against the bond taken from the General Casualty Co. of America by Blair T. Alderman, who was the principle contractor for the construction and completion of the two dwellings mentioned above.

Very truly yours,

Smith's Electric

E. A. SMITH

EAS/s

cc to Mr. Reeves, Bridge Dept.,
State Highway Dept.
Salem, Oregon

Endorsed:

File No. 3058
Filed April 15, 1942
EARL SNELL, Secretary of State

RECEIVED
APR 16 1942
FOR FILING

Ea - 7406

April 15, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of April 14, 1942, enclosing copies of a claim in the amount of $550.26, which has been filed in your office by Keith Brown Building Supply, against the bond taken from Blair T. Alderman, for work on the Santiam Junction Patrol Station at the junction of North and South Santiam Highways, in Linn County.

In accordance with our usual practice, we are today notifying the bonding company and the contractor that this claim has been filed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
J. DeSart

April 15, 1942

General Casualty Company of America
Eugene Insurance Agency
Miner Building
Eugene, Oregon

Gentlemen:

Attached hereto is a copy of a claim in the amount of $550.26, which has been filed in the office of the Secretary of State by Keith Brown Building Supply, against the bond taken from Blair T. Alderman, for work on the Santiam Junction Federal Station, at the junction of the North and South Santiam Highways, in Linn County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

cc - Blair T. Alderman
2109 Alder St.
Eugene, Oregon

RECEIVED
APR 15 1942
STATE HIGHWAY COMMISSION

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 14, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Keith Brown Building Supply for $550.26 against the bond taken from Blair T.Alderman, principal, and General Casualty Company of America, surety, for work on the Employee's cabins at the Santiam Maintainance Station in Linn County which was received and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
enc. 3

COPY

KEITH BROWN BUILDING SUPPLY

Manufacturers - Distributors
Front and Court Streets: Phone 9111
Salem, Oregon

April 13, 1942

Mr. Karl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice hereby is given that the undersigned, KEITH BROWN BUILDING SUPPLY, has a claim for building materials furnished in the sum of Five Hundred Fifty Dollars and 26/100 ($550.26) against the bond taken from Blair T. Alderman, Eugene, Oregon by the General Casualty Company of America for the building materials furnished on the construction of the "Employee's Cabins at the Santiam maintainance station in Linn County."

Yours very truly

KEITH BROWN BUILDING SUPPLY

M. L. JOHNSON
M. L. Johnson

Endorsed: File No. 3057
Filed April 14, 1942
EARL SNELL, Secretary of State

RECEIVED
JAN - 7 1942
FOR FILING

22-3406

December 27, 1941

General Casualty Company of America
Oregon Service Office
601 Board of Trade Building
Portland, Oregon

Attention: C. H. Cleaver

Gentlemen:

This acknowledges receipt of your letter of December 26 relative to the funds due Mr. Blair T. Alderman in connection with state highway contract No. 2524, construction of employees' cabins at the Santiam Junction Maintenance Station.

This money has been assigned to the First National Bank of Eugene and it is necessary that we have the written consent of the surety company to this assignment of funds.

Our Attorney advises that your above-mentioned letter does not constitute an assignment. Will you, therefore, please furnish us with the consent of surety at your earliest convenience as we have a payment ready for release to the bank.

Very truly yours,

DD:AM

Secretary

NOTED
D. DeSart

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

HOME OFFICES - SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

December 26, 1941

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We have a letter from Mr. Blair T. Alderman in connection with his contract no. 2524 with the State Highway Commission. Mr. Alderman requests us to request you to send any checks for monies earned under this contract to the First National Bank of Eugene, care of Walter Banks, instead of to Mr. Alderman direct.

We trust this will meet with your approval.

Will you please acknowledge receipt of this letter?

Very truly yours,

C. H. Cleaver

CHC:js

C. H. CLEAVER

December 19, 1941

First National Bank of Eugene
Eugene, Oregon

Attention: Walter M. Banks

Gentlemen:

We acknowledge receipt of your letter of December 16, transmitting three copies of an assignment of claim in which Mr. Blair T. Alderman assigns all moneys due or to become due, in connection with his contract No. 2524, for constructing employees' cabins at the Santiam Junction Maintenance Station, to the First National Bank of Eugene.

We have not yet received the consent of surety in connection with this assignment, and if the revised forms which we sent you a few days ago are returned to this office before the consent of surety, we will substitute them for the ones transmitted to us today. However, we will not delay any payments to you pending receipt of revised forms, but will instruct our auditor to draw all warrants on this contract in your favor, as soon as consent of surety is received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DOD:BS

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON
December 16, 1941

Mr. H. E. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Referring to your letter of December eighth, we return three copies of an assignment of claim executed by Blair T. Alderman in connection with his contract No. 2524.

We have been informed by the Eugene Insurance Agency, the local office through which the bond was arranged, that they are requesting the bonding company to authorize payment of the funds to us. That authorization should be in your hands in a few days.

In order that we may have our files complete, when the assignment is in order will you please confirm by letter.

Thanking you for your co-operation, we are

Yours very truly,

The First National Bank of Eugene

By Walter H. Banks
Asst. Cashier

WHB: ec
Enc: 3

REFERRED TO
[illegible]
BY SECRETARY
Fold this + forward

December 17, 1941

Mr. Walter H. Banks
Assistant Cashier
First Nat'l Bank of Eugene
Eugene, Oregon

Dear Sir:

Inasmuch as we have not yet received the executed copies of the "Assignment of Claim" form on Mr. Blair T. Alderman's contract No. 2524, which were mailed to you on December 8, 1941, we would appreciate it if you would have Mr. Alderman sign the inclosed copies of the revised form in lieu of those previously mailed to you. When execution is complete, will you kindly return three copies of the form to this office for further handling.

I might add that we have not as yet received comment of the bonding company to this assignment.

The first estimate on this contract for work done to December 10, 1941, will be in the approximate amount of $1,768 and the warrant therefor should be ready for mailing some time during the forepart of January 1942.

Very truly yours,

DD:AM

Secretary

NOTED
D. DeSart

December 8, 1941

Mr. Walter M. Banks
Assistant Cashier
First Nat'l Bank of Eugene
Eugene, Oregon

Dear Mr. Banks:

This acknowledges your letter of December 5 inclosing three copies of an assignment by Blair T. Alderman to the First National Bank of Eugene of moneys due him for construction of the Santiam Junction patrol cabins.

The wording of the assignment submitted by you is not a form that we can approve, so I am returning all copies herewith together with a form of assignment prepared in this office. Kindly have Mr. Alderman sign these in the presence of a witness and return three copies of the same to this office for further handling. Before we can honor this assignment it will be necessary for us to have a letter from the bonding company consenting thereto.

This assignment is further conditioned on the following: "This assignment is subject to all of the provisions of Section 100-119, O.C.L.A., and, if the same is honored either in whole or in part by the Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments".

I might explain that we are having a new form of assignment printed and that this provision will be included therein for use in connection with all future assignments.

Very truly yours,

HBG:AM

Secretary

Bond received 12/16/41 B.T.E.

NOTED
D. DeSart

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON
December 5, 1941

Mr. H. E. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We enclose, in triplicate, assignment of the claim of Blair T. Alderman for monies due him for work performed on his contract for the construction of the Santiam Junction Patrol cabins. It is our understanding that the total amount of this contract is $7,934.00.

If these forms are not satisfactory for the purpose intended, we shall be very pleased to execute whatever additional papers are necessary.

In acknowledging receipt of this claim will you please, if possible, give us some indication as to the date of the first progress payment. Also, kindly return one copy of the claim to us for our files.

Yours very truly,

Walter H. Banks

Walter H. Banks
Assistant Cashier

WHB:ec
Enc:3

FORM E-101X 1000 9-40

RECEIVED
NOV 17 1941
FOR FILING

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASST. CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

22-3406

OFFICE OF G. S. PAXSON, BRIDGE ENGINEER
SALEM

November 14, 1941

IN REPLY PLEASE
REFER TO FILE NO.

The First National Bank of Eugene
Eugene, Oregon

Attention of Mr. Walter H. Banks
Assistant Cashier

Gentlemen:

Your letter of November 5 concerning the contract for the Santiam Junction Patrol Station Cabins (Blair T. Alderman, contractor) has been referred to this office by Mr. Glaisyer.

Our contract with Mr. Alderman provides that in case the contractor does not complete within the time specified the Commission may require the contractor to pay the cost of all engineering work on the contract which is done after the contract completion date. Assessment of this cost against the contractor is optional with the Commission. Where the contractor has made every reasonable effort to complete his job within the contract time, the Commission has been quite lenient in assessing the penalties against the contractor. If the delay were caused entirely by inability to obtain materials because of defense requirements, this office would recommend to the Commission that the penalty should not be assessed.

Very truly yours,

R. H. Baldock
Chief Engineer

By

NOTED
H. B. GLAISYER

G. S. Paxson
Bridge Engineer

GSP CH
cc H. B. Glaisyer ✓

Paxson left the letter from the bank with him

RECEIVED

THE FIRST NATIONAL BANK
OF EUGENE

EUGENE, OREGON

November 5, 1941

RECEIVED
NOV 1 0 1941

Oregon State Highway Commission
Salem, Oregon

Attention - Mr. H. B. Glaisyer, Sec.

Gentlemen:

We have before us your letter of October eighteenth, addressed to Blair T. Alderman, in which you notify him as the successful bidder on a contract for the erection of two employee cabins at the Santiam Junction Patrol Station.

Mr. Alderman is asking us to make advances of credit for carrying on this project, and we write to inquire if there are any penalties in the contract as to a completion date which would make it impractical for us to assist him.

We have previously aided Mr. Alderman on other contracts, both with your good department and with the coast guard service, and repayments of loans for those jobs have been consummated satisfactorily.

Yours very truly,

Walter H. Banks

Walter H. Banks
Asst. Cashier

WHB:ec

Paper
are you clear as soon Elmo
Please return letter with copy
of your reply. WHS

RECEIVED
NOV 13 1941
FOR FILING

R

22-3406

November 12, 1941

General Casualty Company of America
Home Office
General Insurance Building
Seattle, Washington

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2524 which was awarded to Blair T. Alderman on October 16, 1941, for construction of two frame cabins at the Santiam Junction Patrol Station, in Linn County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

by

Secretary

MM

cc - Eugene Insurance Agency
Miner Building
Eugene, Oregon

NOTED
D . DeSart

RECEIVED
NOV 13 1941
FOR FILING

22-3406

R

November 12, 1941

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2524 awarded to you on October 16, 1941, for construction of two frame cabins at the Santiam Junction Patrol Station, in Linn County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. C. DeSart

RECEIVED
OCT 22 1941
FOR FILING

R

22-3406

October 21, 1941

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2524 which was awarded to you on October 16, 1941, by the State Highway Commission covering the construction of two frame cabins, each approximately 24' x 52' at the Santiam Junction Patrol Station, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on Page 25 of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. C DeSart

RECEIVED
OCT 20 1941
FOR FILING

22-3406

October 18, 1941

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

The State Highway Commission, on October 16, 1941, awarded you the contract for construction of two employee cabins, each approximately 24' x 52', at the Santiam Junction Patrol Station, in Linn County. This award was based on your low bid of $7,934.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
C. S. Pearce

FORM E-90 5OM 6-41

RECEIVED
APR 3
FOR FILING

28

9/4/41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1941

22-3406

Subject:

To: Mr. C. B. McCullough
Assistant Chief Engineer
O f f i c e

Dear Sir:

Herewith plans showing the proposed cabins for employees at the Santiam Junction Maintenance Patrol Station. The estimate of cost is as follows:

2 units at $3,588 each	$7,176
Sewer and water lines	287
Total	$7,463

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached

C. P.

27-1103 Rogue River Bridge near Grand Ronde
Salmon River Highway 1941

#2525

RECEIVED
JUL 8 1942
FOR FILING

21-1103

July 1, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Attention Frank J. Harney

In accordance with your letter of June 26, 1942, you are advised that contract No. 2525, with J. F. Johnston, was completed April 28, 1942, and accepted by the Highway Commission June 4, 1942. The total amount of money paid on this contract was $6,637.77.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION
By
Secretary

NOTED
D. Q. DeSart

RECEIVED
JUN 17 1942
FOR FILING

21-1103

June 16, 1942

Mr. J. F. Johnston
800 Sheridan Street
Roseburg, Oregon

Dear Sir:

The State Highway Commission, at its meeting on April 30, 1942, granted you the extension of time requested, from January 31 to April 30, 1942, without penalty, in connection with contract No. 2525, for construction of a bridge over the Rogue River on the Salmon River Highway near Grand Ronde, in Polk County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc - F. D. Rasor

RECEIVED
JUN 1 1942
FOR FILING

27-1103

May 29, 1942

Columbia Casualty Company
Jas. McI. Wood, West & Co.
625 Failing Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2525 for work on the Rogue River Bridge Section of the Salmon River Highway, in Polk County, has been completed by the contractor, J. F. Johnston, and that final settlement will be made on or after June 9, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $8,437.77, including final payment, and that no force account work was performed therein. This contract was completed on April 30, 1942, and has not yet been accepted.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D.G. DeSart

RECEIVED
JAN 20 1942
FOR FILING

COPY

27-1103
2525

January 19, 1942

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

This acknowledges your letter of January 16, requesting that estimate voucher in connection with your contract No. 2525, for construction of the Rogue River Bridge, be forwarded to Mr. Victor Johnston, Willamina, Oregon, R. R. #1, for signature; also requesting that all estimate checks on this job, as well as on the Dayton Project, be forwarded by the Highway Commission to the Newberg Branch of the First National Bank of Portland to be deposited to your account.

We shall be pleased to comply with your request. I am transmitting your letter to our Auditor for his information and guidance.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Hawke

COPY

J. F. JOHNSTON
General Contractor
800 Sheridan St.
Newberg, Oregon

January 16, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please send all estimate vouchers for my contract No. 2525, Rogue River Bridge job, as they are issued to Victor Johnston, Williamina, Oregon, R. R. #1, c/o Underhills Cabins, for him to sign.

Also send all estimate checks including those on Dayton job to the Newberg Branch of the First National Bank of Portland, Newberg, Oregon, for deposit to my account.

Thanking you for this favor.

Yours truly,

J. F. JOHNSTON (signed)

RECEIVED
JAN 20 1942
FOR FILING

27-1103

also filed on
136-1009

January 19, 1942

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

This acknowledges your letter of January 16, requesting that estimate voucher in connection with your contract No. 2525, for construction of the Rogue River Bridge, be forwarded to Mr. Victor Johnson, Willamina, Oregon, R. R. #1, for signature; also requesting that all estimate checks on this job, as well as on the Dayton Project, be forwarded by the Highway Commission to the Newberg Branch of the First National Bank of Portland to be deposited to your account.

We shall be pleased to comply with your request. I am transmitting your letter to our Auditor for his information and guidance.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Hanks

J. F. JOHNSTON
General Contractor
800 Sheridan St.
Newberg, Oregon

COPY

January 16, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please send all estimate vouchers for my contract No. 2525, Rogue River Bridge job, as they are issued to Victor Johnston, Willamina, Oregon, R. R. #1, c/o Underhills Cabins, for him to sign.

Also send all estimate checks including those on Dayton job to the Newberg Branch of the First National Bank of Portland, Newberg, Oregon, for deposit to my account.

Thanking you for this favor.

Yours truly,

J. F. JOHNSTON (Signed)

RECEIVED
NOV 13 1941
FOR FILING

27-1103

November 12, 1941

Columbia Casualty Company
Jas. McI. Wood, West & Company
625 Failing Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2525 which was awarded to J. F. Johnston on October 16, 1941, for construction of a 76-foot reinforced concrete bridge over the Rogue River on the Salmon River Highway near Grand Ronde, in Polk County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D DeSart

RECEIVED
NOV 13 1941
FOR FILING

27-1107

R

November 12, 1941

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2525 awarded to you on October 16, 1941, for construction of a 76-foot reinforced concrete bridge over the Rogue River on the Salmon River Highway near Grand Ronde, in Polk County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D . DeSart

RECEIVED
OCT 22 1941
FOR FILING

K

27-1103

October 21, 1941

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2525 which was awarded to you on October 16, 1941, by the State Highway Commission covering construction of a viaduct on the Rogue River Bridge on the Salmon River Highway, in Polk County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 7, Page 13, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

mm

NOTED
D DeSart

RECEIVED
OCT 20 1941
FOR FILING

27-1103

October 18, 1941

Mr. I. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

The State Highway Commission, on October 16, 1941, awarded you the contract for construction of a 76-foot reinforced concrete viaduct on the Rogue River Bridge on the Salmon River Highway near Grand Ronde, in Polk County. This was based on your low bid of $8,517.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Prebert
O. S. Paxson

RECEIVED
AUG 19 1941
FOR FILING
Const
Project
Bridges
U. S. Routes

27-1103

Salem, Oregon
August 14, 1941

Commission Meeting
August 14 & 15, 1941

The Highway Commission authorized the expenditure of $7,500 to replace the Rogue River Bridge on the Salmon River Highway.

C. B. McCullough

MC:OA

RECEIVED
JAN 21 1942

3-c
8/14/41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23, 1941

27-1103

Subject:

To: Mr. C. B. McCullough
Assistant Chief Engineer
O f f i c e

REFERRED TO
W. H. Slaughter
By Chief Engineer

Agenda

Dear Sir:

There is a small tributary of the South Yamhill River known as Rogue River which crosses the Salmon River Highway at Mile Post 17.62 in Polk County. This structure consists of three spans of untreated timber trestle, having a total length of 61 feet. The material in this structure is so far decayed that a complete replacement is necessary. This is on an important road and is the only untreated timber bridge on the entire highway.

I would recommend that we be authorized to replace this structure by contract with a reinforced concrete structure. The cost of replacement is estimated to be approximately $7,500.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
cc F. D. Eason

C.P.

2-4204 Wren Rock Production 1941
Corvallis-Newport & Kings Valley Secon
#2526

RECEIVED
JAN 1 1943
FOR FILING

2-4204

SALEM
December 31, 1942

Mr. H. K. Hanke
Chief Accountant

This is to advise you that A. F. Dalen's contract, No. 2526, Brum Rock Protection Project, was accepted by the State Highway Commission on December 16, 1942, and the warrant covering the final payment can now be released.

AM

Secretary

RECEIVED
JAN 1 1943
FOR FILING

2-47204

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Dec. 31, 1942

Subject: Request for release of warrants on final estimates.

To: Mr. H. R. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	11852	2526	6-Final	A. T. Dolan	903.31	228285	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ok
A.M

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

RECEIVED
DEC 14 1942
FOR FILING

2-420.4

December 12, 1942

Mr. A. T. Dolan
Contractor
Tillamook, Oregon

Dear Mr. Dolan:

Reply is made to your letter of December 10, 1942, just received, inquiring as to why you have not received final payment in connection with your contract No. 2526, Wren Rock Production Project.

Investigation reveals that, while you completed the furnishing of the rock under this contract in the latter part of June, you did not complete the clean-up work on the site until October 31, 1942. Due to the fact that this clean-up work was a part of the contract, we were precluded from paying the final estimate until this part of the work was done and was passed on by the Engineer.

The information as to the clean-up work was not received in this office in time to get the Highway Commission to formally accept the job and authorize final payment at its meeting on November 5, 1942. The Commission has not had a meeting since that time but it is our intention to ask the Highway Commission to formally accept the job at its meeting next week, Friday, December 18, 1942.

If the Commission takes action at that time and I am positive that it will, payment of your final voucher will be expedited. The probabilities are that you will have your warrant before the first of the year.

Very truly yours,

HBG:AM

Secretary

Contract No. 2526.

Completed June 22, 1942; not as yet accepted.

Mr. Rhoades said that the final payment has been held up due to the fact that Mr. Dolan did not complete the clean-up work on the site until October 31, 1942.

This job is to be included in the list for acceptance by the Commission at the December 18th meeting. No time extension is necessary.

The surety was notified on August 7, 1942, that final payment would be made on or after August 17, 1942.

OMPANY

PIPE
OCK

ber 10,1942

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Referring to the Wren Rock Production job, State contract No. 2526.

To date we have not received final payment on this contract and are wondering what is the cause of the delay.

Please advise.

Yours very truly,

A. T. Dolan

A.T.DOLAN

REFERRED TO
Miss Monson
BY SECRETARY

RECEIVED
DEC 12 1942
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

DOLAN CONSTRUCTION COMPANY

GENERAL CONTRACTORS

MANUFACTURERS OF CONCRETE PIPE
SAND - GRAVEL - CRUSHED ROCK

PHONE 80-J

TILLAMOOK, OREGON

December 10,1942

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Referring to the Wren Rock Production job, State contract No. 2526.

To date we have not received final payment on this contract and are wondering what is the cause of the delay.

Please advise.

Yours very truly,

A.T. DOLAN

REFERRED TO
Miss Monson
BY SECRETARY
for me information & reply

RECEIVED
DEC 12 1942
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
SEP 21 19
PORTLAND

2-4304

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Turner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that A. P. Dolan's contract, No. 2526, was completed on June 22, 1942, but has not as yet been accepted by the State Highway Commission. The contractor has been paid the sum of $31,296.02.

Very truly yours,

AM

Secretary

RECEIVED
SEP 15 1942
FOR FILING

HOMER G. JOHNSON
GENERAL CONTRACTOR

2-4204

September 14, 1942

Mr. Homer G. Johnson
3166 North Greeley
Portland, Oregon

Attention: H. A. Stewart

Dear Sir:

In reply to your inquiry of September 10, 1942, we advise that the contract to which you refer is State Highway Contract No. 2526, Wren Rock Production Project on the Corvallis-Newport Highway and Kings Valley Secondary Highway, in Benton County, A. T. Dolan contractor.

The bond furnished by Mr. Dolan in connection with this contract was written by the United States Fidelity and Guaranty Company for whom Raymond C. Weiss is agent with offices in the Bedell Building, Portland.

For your further information, this contract was completed on June 22, 1942, but has not as yet been accepted by the State Highway Commission.

Very truly yours,

AM

Secretary

#2526

HOMER G. JOHNSON

GENERAL CONTRACTOR

Home Office
IMPERIAL HOTEL
PORTLAND, ORE.

REPLY TO 3166 N. Greeley

Sept. 10, 1942.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. B. Glaisyer

Gentlemen:

Please supply us with the number and name of the contract held by the Dolan Construction Co. near Philomath and completed by them about June 1942.

We would also like the name of the Surety on the contract.

We thank you.

Very truly yours,

HOMER G. JOHNSON

By H. A. Stewart

H. A. Stewart.

REFERRED TO
Miss Warren
BY SECRETARY

Has this been completed? If not why?

Wren Rock Production Project
A.T. Dolan
Corvallis-Newport & Kings Valley Sec. Hwy.
U.S. 7, & G.
Raymond C Weiss

RECEIVED
AUG 8 1942
FOR FILING

2-4204

August 7, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2526, for the Wren Rock Production Project on the Corvallis-Newport Highway and Kings Valley Secondary Highway, in Benton County, has been completed by the contractor, A. T. Dolan, and that final settlement will be made on or after August 17, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total amount paid the contractor in connection with this contract will be $31,236.02, including final payment, and that no force account work was performed therein.

This contract was completed on June 22, 1942, but has not as yet been accepted by the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

a.m.

NOTED
D. G. DeSart

RECEIVED
AUG 4 1942
FOR FILING

2-4201

August 3, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. T. Dalan on contract No. 2526, covering the Wren Rock Production Project on the Corvallis-Newport and Kings Valley Secondary Highways, in Benton County. This payment, in the amount of $7,692.21, will be made on or after August 13, 1942. The retained percentage is $938.12.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

H. G. Smith

Form E-1—SM—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 20, 1942

Section Wren Rock Production — Kind of work Crushed Rock in Stockpiles

Highway Corvallis - Newport — Section prefix 2-4204

Contractor A.T. Dolan — Contract number 2526

Date of contract October 17, 1941 — Date of completion June 30, 1942

Date work started November 5, 1941 — Estimated date of completion June 30, 1942

Amount of contract . . . . . $ 28,200.00 — Per cent of time elapsed 96 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 29,600.00

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 1230.00, 4.9 % — Date project was completed 6-22-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Plant operated steady all week. The contractor states that he will complete his contract some time Monday June 22,1942.

NOTED
RAY WEBBER

RECEIVED
JUN 29 1942
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
E.M. Booth

Signed H.S. Swart x.s
H.S. Swart Res. Const. Engr.

Address Salem, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			17,500 cy.		
Estimated quantities moved or placed to date			17,300		
Average daily quantities			200		
Average daily quantities necessary to complete project on time			25		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			10		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	5					1	6
Men and teams							
Men and trucks under 3 tons	4						4
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants 1

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Fair		
Tuesday	Rain		
Wednesday	Fair		
Thursday	Showers		
Friday	Fair		
Saturday	Fair		

STATE PRINTING DEPT.

RECEIVED
MAR 25 1942
FOR FILING
2-4207

March 24, 1942

First National Bank of Portland
Tillamook Branch
Tillamook, Oregon

Attention: W. J. Riechers, Manager

Gentlemen:

We acknowledge receipt of your letter of March 18 transmitting three copies of an assignment of claim executed by A. T. Dolan and assigning to the First National Bank of Portland, Tillamook Branch, all moneys due, or to become due, except the semi-final and final payments, in connection with contract No. 2526 for furnishing crushed rock on the Wren Rock Production Project. We also have the consent of the surety covering this assignment.

In accordance with your letter of March 23, we explain that part of the assignment and consent reading "except the semi-final, the final, and the retained percentage on the contract" as follows:

The Highway Commission retains 10 per cent of all moneys earned on the contract until the retained percentage reaches the total of 7½ per cent of the contract amount. Thereafter, the retainage remains a constant figure until such time as the contract is completed. When the contract is completed, the Commission may make a semi-final payment, at which time the retainage is reduced to 3 per cent of the contract. This final 3 per cent is released with the final payment after all final calculations have been checked.

The surety's letter of consent need not have mentioned the retained percentage, as their exception of the semi-final and final payments naturally includes the retained percentage.

We trust that this clarifies the word usage in the assignment. If it does not, please let us know and we will be glad to make further explanation.

cc - U. S. Fidelity & Guar. Co.

Very truly yours,
STATE HIGHWAY COMMISSION

By

DD/m

Secretary

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

THE FIRST NATIONAL BA

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

March 24, 1942

IN REPLY PLEASE
REFER TO FILE NO.

A. T. Dolan
Tillamook, Oregon

Dear Sir:

We yesterday received back, properly signed, your estimate voucher for $4,957.20 covering estimate 1, contract No. 2526. At the same time we received from the Secretary's office the papers and notice of your blanket assignment of all money due or to become due, excepting semi-final and final payments, on this contract to the First National Bank of Portland, Tillamook Branch.

This blanket assignment has been properly noted but in accordance with the requirements of the Secretary of State's office each individual pay voucher must have attached a separate executed assignment for the exact amount of the voucher in question.

I have, therefore, written up and I am sending to you for execution an assignment form covering the particular estimate which is now passing through. I would ask that you kindly execute this and return it at once as it is necessary that this paper be attached before the claim is sent to the Secretary of State for final audit. Future vouchers will have such a form attached when they are sent you for signature.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By Earl F. Smith
Accounting Division

CFS:EB
cc H. B. Glaisyer

NO.1553

THE FIRST NATIONAL BANK

OF PORTLAND

Tillamook Branch Tillamook, Oregon

March 23, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In connection with the assignment to this bank by A. T. Dolan wish to state that we are not quite clear on what is meant by the exception in the bond company's consent where they say "except the semi-final, the final and the retained percentage on the contract". Will you please drop us a line and let us know just what is meant by this.

Very truly yours,

W. J. Riechers
M a n a g e r

WJR:D

ST[illegible] OF OREGON—HIGHWAY DEPAR[illegible]ENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF One Dollar

($ 1.00) Dollars, to me paid, I all moneys due or to become due me, except the semi-final and final payments, hereby sell, assign and transfer the within claim for in connection with contract No. 2526, for furnishing cr. rock on the Iron Rock Prod. Project, Corvallis-Newport and Kings Valley Sec. Hwys., Benton County,

to The First Nat'l.Bank of Portland, Tillamook Branch, Tillamook, Ore., and authorize and empower said The First Nat'l.Bank of Portland, Tillamook Branch, Tillamook, Ore. to act as agent for me and in my name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, and provided further that this assignment is subject to all of the provisions of Section 100-119, O. C. L. A., and, if the same is honcred, either in whole or in part, by the State Highway Commission, such action by the Commission shall be controlled at all times by the terms of said statute, not only with respect to payments made but likewise with respect to future payments.

Witness my hand this 11 day of March, 1942.

Executed in the presence of us as witnesses:

.....

.....

STATE PRINTING DEPT.

[illegible]Benton County.

As we understand it, the bond company has given its consent to this assignment with the exception of the semi-final, the final and the retained percentage on this contract. We also understand that there are no other orders on file.

Will you kindly acknowledge receipt of the orders and if our understanding is not correct in any respect, kindly let us know.

Very truly yours,

W. J. Riechers
M a n a g e r

WJR:D
Encl.

NO.1553

THE FIRST NATIONAL BANK

OF PORTLAND

Tillamook Branch Tillamook, Oregon

March 18, 1942

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

We have today completed making a loan to A. T. Dolan in the amount of $6,000.00 and enclosed herewith you will find three copies of assignment of moneys due or to become due on Contract No. 2526 for work on the Wren Rock Production contract in Benton County.

As we understand it, the bond company has given its consent to this assignment with the exception of the semi-final, the final and the retained percentage on this contract. We also understand that there are no other orders on file.

Will you kindly acknowledge receipt of the orders and if our understanding is not correct in any respect, kindly let us know.

Very truly yours,

W. J. Riechers
M a n a g e r

WJR:D
Encl.

3
73

RECEIVED
MAR 11 1942
FOR FILING
2-4304

NO.1553

THE FIRST NATIONAL BANK
OF PORTLAND

Tillamook Branch Tillamook, Oregon

March 10, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Replying to your letter of the 7th instant, wish to advise that no loan has been made to Mr. Dolan.

If anything further develops in this matter, we will write you at once and wish to thank you for your letter to us.

Very truly yours,

W. J. Riechers
Manager

WJR:D

3-11-42
A. T. Dolan was in the office today and was given new assignment forms agreeing with surety's extension of consent. He says he will return the executed instrument very soon. H.B.G.

REFERRED TO
BY SECRETARY

RECEIVED
MAR 11 1942
STATE HIGHWAY COMMISSION

FILED
D. L. LeSart

March 7, 1942

Mr. W. J. Riechers
Manager, Tillamook Branch
The First Nat'l. Bank of Portland
Tillamook, Oregon

Dear Sirs

On February 16 I mailed to you four copies of our standard assignment form for the use of Mr. A. T. Dolan in assigning all moneys due or to become due on his contract No. 2526, for work on the Wren Rock Production Project, in Benton County, to the Tillamook Branch of the First National Bank of Portland.

I received the consent of the surety on this assignment on February 27, but have not yet received three copies of the executed assignment. I thought perhaps that Mr. Dolan had overlooked executing this assignment and that your attention should be called to this fact.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. . DeSart

RECEIVED
FEB 21 1942
FOR FILING

2-4204

February 16, 1942

Mr. W. J. Riechers
Manager, Tillamook Branch
The First Nat'l Bank of Portland
Tillamook, Oregon

Dear Sir:

Reply is made to your letter of February 11 inquiring whether or not the State Highway Commission will approve an order given by A. T. Dolan to your bank covering moneys due him in connection with his state highway contract No. 2526, for furnishing crushed rock in stock piles for the Wren Rock Production Project on the Corvallis-Newport and Kings Valley Secondary Highway, in Benton County.

The Highway Commission will be pleased to honor an assignment given by Mr. Dolan of moneys due him in connection with this contract provided such assignment is consented to, in writing, by the surety on the bond furnished by Mr. Dolan in connection with this job. Such assignment must be either for all moneys due or to become due Mr. Dolan under this contract or for the exact amount of any one of the regular monthly estimates. We cannot split the monthly estimates.

Assuming that Mr. Dolan wishes to assign all moneys due or to become due him in connection with this job, I have prepared and am inclosing four copies of our standard form of assignment of claim. All copies should be signed by Mr. Dolan and three of them should be returned to this office along with a letter from the bonding company consenting thereto.

The bond was written by the United States Fidelity & Guaranty Company, Raymond C. Weiss, Agent, Bedell Building, Portland, Oregon.

Very truly yours,

Secretary

NOTED
D DeSart

REFERRED TO
DeSart
BY SECRETARY

NO.1553

THE FIRST NATIONAL BANK

OF PORTLAND

Tillamook Branch Tillamook, Oregon

February 11, 1942

RECEIVED
FEB 13 1942
STATE HIGHWAY COMMISSION

State Highway Department
Salem
Oregon

Gentlemen:

Mr. A. T. Dolan has requested that we make him an advance against money that will be due him from what is know as the "Wren Rock Production Contract" with the State Highway Department. We would like to know if an order given to us by Mr. Dolan on yourselves would be accepted so that we would be fully protected for the amount advanced.

We will greatly appreciate your advising us what your policy is in matters of this kind.

Very truly yours,

W. J. Riechers
M a n a g e r

WJR:D

ANSWERED
H. B. GLAISYER

RECEIVED
NOV 13 1941
FOR FILING

2-4204

November 12, 1941

Mr. A. T. Dolan
Tillamook, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2526 awarded to you on October 17, 1941, for the Wren Rock Production Project on the Corvallis-Newport and Kings Valley Secondary Highways, in Benton County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D . DeSart

RECEIVED
OCT 21 1941
FOR FILING

2-4204

October 20, 1941

Mr. A. T. Dolan
1110 2nd Avenue, East
Tillamook, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2526 which was awarded to you on October 17, 1941, by the State Highway Commission covering the Wren Rock Production Project on the Corvallis-Newport and Kings Valley Secondary Highways, in Benton County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6 Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

NOTED
D. C. DeSart

RECEIVED
OCT 20 1941
FOR FILING

2-420F

October 18, 1941

Mr. A. T. Dolan
1110 2nd Avenue, East
Tillamook, Oregon

[redacted] Sirs

The State Highway Commission, on October 17, 1941, awarded you the contract for the Wren Rock Production Project on the Corvallis-Newport and Kings Valley Secondary Highways, in Benton County. This award was based on your low bid of $25,200.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

cc - H. H. Probert
G. A. Pearson

13-1102 Cinder Butte-Juniper Ridge Sec.,
Lakeview-Burns Hwy. 1941

RECEIVED
SEP 21 1942
FOR FILING

13-1102

September 21, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Burner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that Rogers Construction Company's contract, No. 2527, was completed on July 1, 1942, and was accepted by the Commission on July 23, 1942.

Very truly yours,

AM

Secretary

RECEIVED
AUG 31 1942
FOR FILING

13-1102

August 29, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2527 for work on the Cinder Butte-Juniper Ridge Section of the Lakeview-Burns Highway, in Harney County, has been completed by the Rogers Construction Company, and that final settlement will be made on or after September 8, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $120,933.69, including final payment, of which $231.00 is for force account work. This contract was completed on July 1, 1942, and accepted by the Commission July 23, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
AUG 7 1942
FOR FILING
13-1102

August 6, 1942

United Pacific Insurance Company
Jo Strayan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on contract No. 2527, covering grading, surfacing and oiling on the Cinder Butte-Juniper Ridge Section of the Lakeview-Burns Highway, in Harney County. This payment, in the amount of $6,769.26, will be made on or after August 17, 1942. The retained percentage is $3,629.50.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
D. G. DeSart

Form E-1—SM—6-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 1, 1942

Section Cinder Butte — Juniper Ridge

Kind of work Grading, Surfacing & Oiling

Highway Lakeview - Burns

Section prefix 13-1102

Contractor Rogers Const. Co.

Contract number 2527

Date of contract Oct. 17, 1942, 19

Date of completion Aug. 31, 1942, 19

Date work started Nov. 28, 1941, 19

Estimated date of completion Completed July 1, 1942

Amount of contract $118,252.60

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $120,932.15

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 6938, 5.86 %

Date project was completed July 1, 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work has been completed, and the Semi-final estimate has been submitted.

Final Report

NOTED
RAY WEBBER

RECEIVED
AUG 3 - 1942

NOTED
E. M. [illegible]

Signed M. A. Dossen

Address Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.85	13.14	13.14	13.14	
Miles partially completed					
Miles completed		completed			
Total estimated quantities	71,770	13,040 Lev.Course 34,824.3 Base. 1807.9		4915.18 Tons Agg. 621.65 Asph.	
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	warm		
Monday	all		
Tuesday	week		
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
MAY 20 1942
FOR FILING

13-1102

May 14, 1942

Mr. C. E. Bennett
Bennett Motor Company
Burns, Oregon

Cross Referenced To
Abs
Insurance
Property Damage

Dear Sir:

Herewith copy of a letter from Wm. E. Chandler, our Division Engineer at Bend.

If you feel so dispossed, you can place a claim with the Rogers Construction Company. All contractors put up a bond to protect the public interest. Of course, it will be necessary for you to prove the contractor's negligence at the time in question.

Very truly yours,

R. H. Baldock
Chief Engineer

ENCLOSURE

FORM E-80 50M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
May 12, 1942

Subject: Complaint of C. R. Bennett

To: Mr. R. H. Baldock
Chief Engineer
Salem, Oregon

Dear Sir:

A copy of your letter of May 5 to Mr. C. R. Bennett was inadvertently sent to Mr. Paul Van Scoy at La Grande and he in turn forwarded it back to this office. A copy of Mr. Bennett's letter was sent to Rogers Bros. with the request that they keep this highway in better condition.

For your information, Mr. H. G. Smith and I were over this highway on May 7 and at that time the highway was in good condition. On some of my previous trips I had occasion to call Mr. Rogers's attention to conditions that were not very good, and he immediately corrected them, however this was in the middle of the winter and he was endeavoring to get this work completed early this spring so that the road would be ready for summer travel. I remember distinctly seeing flare pots on this road during my inspection trips. At the present time the road is in excellent condition and is being completed as rapidly as possible. Mr. Rogers is having a serious time keeping labor or getting men at any price, but fair progress is being made.

Very truly yours,

Wm. E. Chandler
Division Engineer

WEC
geh

FORM E-20 30M 12-41

RECEIVED
MAY 9 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 6, 1942

13-1102

Subject: Complaint from C. R. Bennett

To: Mr. Wm. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Cross Referenced To
Adm
Insurance
Property Damage

Dear Sir:

Attached hereto you will find copy of a letter from Mr. Baldock to Mr. C. R. Bennett, as well as a copy of a letter from Mr. Bennett to the State Highway Commission - these having reference to the condition of a section of Highway #395 in the vicinity of Wagontire.

The correspondence was inadvertently mailed to La Grande.

Very truly yours,

PAUL VAN SCOY
Division Engineer

By
C. D. Cannon
Office Engineer

CDC:lm

cc: R. H. Baldock ✓

RECEIVED
MAY 7 - 1942
STATE HIGHWAY COMMISSION

REFERRED TO
By Chief Engineer
NOTED
State Highway Engineer

RECEIVED
MAY 6 1942
FOR FILING

12-1102

May 5, 1942

Mr. C. R. Bennett
Bennett Motor Company
Burns, Oregon

Dear Sir:

I have transmitted your letter to our Division Engineer, Paul Van Scoy, with the request that he make an immediate investigation of the conditions of which you speak and take steps to have the contractor immediately rectify them.

Very truly yours,

R. H. Baldock
Chief Engineer

NOTED
State Highway Engineer

RHB:HE
cc Mr. Paul Van Scoy

Mr. Van Scoy:

Please investigate this thing immediately and take steps to have the contractor rectify the condition.

CHEVROLET and BUICK
AUTOMOBILES

BENNETT MOTOR COMPANY

C. R. Bennett :: W. M. Bennett

BURNS, OREGON
May 4,1942.

State highway Comm
Salem, Oreg.

Gentlemen:

I may be wrong but I think i have a complet to make and would like very much to have your thinking on this matter.

I left Burns Oreg may3 to go fishing near Blush, Oreg. and we left Town at about 3.15 A.M. and drove out 42.8 miles and wrecked my car tearing the oil pan completly off the car the damage is small only the cost of new oil pan and gasket and labor and oil about $12.50 but there has beenfive cars in my shop from this same road with gas tanks broke and one Buick with the rear axel housing broke it cost this boy a man by the name of Eugene Meloy $80.90 to repair his car.

Here is the circumsation out 34 miles from Burns on Highway 395 there is a sign stating next 13 miles under construction and this may be suffectionent I dont know the next eight miles is fine then you come over a small hill and at once come on a place where the they are raising the road about eight inchec they have put in there fill on one side and on the other side there is no fill there was no flares ou out and I put one wheel on top the new grade and one in the old road bed tearing my pan off.

I think Rogers Construction Co should pay this bill and be warned to put out flars to protect the general public.

If one was driving 50 miles per hour and hit this road he would probley wreck his car and possable kill or hurt him self or some of his passengers.

Very Truly Yours
Bennett Motor Co

By G. M. Bennett

RECEIVED
MAY 5 - 1942
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 13 1941
FOR FILING

13-1107

November 12, 1941

Rogers Construction Company
Box C 4
Dayton, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2527 awarded to you on October 17, 1941, for grading, surfacing and oiling the Cinder Butte-Juniper Ridge Section of the Lakeview-Burns Highway, in Harney County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary .

MM

NOTED
D. C. DeSart

RECEIVED
OCT 22 1941
FOR FILING

13-1107

October 21, 1941

Rogers Construction Company
Box 6 A
Bayboro, Washington

Gentlemen:

We are sending you today by express four copies each of the following contracts which were awarded to you by the State Highway Commission on October 17, 1941:

No. 2530, covering 10,000 Cu. Yds. Crushed Rock in stockpiles on the Klamath Falls Rock Production Project on four State Highways in Klamath County.

No. 2527, covering 4.83 miles grading, 13.14 miles surfacing and oiling on the Alder Butte-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County.

No. 2528, covering 2.07 miles grading, surfacing and oiling on the Riverview Canal-Midland Overcrossing Section of the Midland Secondary Highway in Klamath County.

Kindly execute all four copies of each contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send executed copies to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of accounts due hospital associations, et cetera.

Yours very truly,

Secretary

NOTED
D. C. DeSart

3M

RECEIVED
OCT 20 1941
FOR FILING

13-1102

October 18, 1941

Rogers Construction Company
Dayton, Washington

Gentlemen:

The State Highway Commission, on October 17, 1941, awarded you the contract for 4.8 miles grading and 13.1 miles surfacing and oiling on the Cinder Butte-Juniper Ridge Section of the Lakeview-Burns Highway, in Harney County. This award was based on your low bid of $118,252.60, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
C. S. Pawson

118-1026 Diversion Canal-Midland Overcrossing
Sec., Midland Secondary Hwy. 1941

#2523

RECEIVED
JUN 12 1942
FOR FILING

118-10-6

June 3, 1942

Rogers Construction Co.
General Road Contractors
Dayton, Washington

Gentlemen:

We transmit herewith the following documents pertaining to the Diversion Canal-Midland Overcrossing Project (Contract No. 2528):

1. Executed copy of cancellation agreement dated June 4, 1942.

2. Voucher calling for payment of $2,327.65 in accordance with provisions of cancellation agreement.

3. Copy of letter to United Pacific Insurance Co., surety on Contract No. 2528, transmitting to it a copy of the cancellation agreement.

Please execute the affidavit on the voucher mentioned above and return it to us for payment.

When you have received the payment, please send us your copy of Contract 2528.

We thank you for your cooperation in bringing this matter to an early conclusion.

Very truly yours,

R. H. Baldock
Chief Engineer

Encl.

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

June 3, 1942

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed you will find the four copies of the cancellation agreement which you sent us for signature. This covers the cancellation of the Diversion Canal-Midland Overcrossing Section of the Midland Secondary Highway in Klamath County, Contract No. 2528.

As soon as we receive the $2387.65 referred to in this agreement, we will return to you for cancellation our copy of the Contract, and we will request our surety company to return their copy.

Very truly yours,

ROGERS CONSTRUCTION CO.

By Eli Neal Jr.
Bookkeeper

This is OK for signature by the Commission

RECEIVED
JUN 4 - 1942
STATE HIGHWAY COMMISSION

May 27, 1942

Rogers Construction Co.
Dayton, Washington

Gentlemen:

We refer now to your contract with the State Highway Commission for construction work on the Diversion Canal-Midland Overcrossing Section (Contract 2528), and to Conservation Order No. L-41, issued by the War Production Board on April 9, 1942, which has prevented your proceeding with the work which that contract called for.

As the stoppage order here referred to created a situation with respect to this contract, and to other contracts which were affected similarly, which was unsatisfactory to both the Commission and the contractors, the Commission, on April 30, ordered that arrangements for a cancellation of the contracts involved, on a mutually agreeable basis, be worked out with the contractors.

Before arrangements for the cancellation of the contracts had proceeded far, a second order was issued by the War Production Board (Order L-41-600), under which it would be possible to undertake the projects, provided they could be performed without the use of steel and other critical materials. Under this order, it is believed that some of the Oregon contracts stopped by the first order could be released and permitted to proceed.

On May 19, the Highway Commission gave consideration to the situation created by this second order of the War Production Board and indicated a willingness to have the projects proceed. Your attention is called to the fact that the Federal restrictions on priorities for repair parts to equipment are quite severe and there is little likelihood that this project could qualify as being essential to the war effort, thereby gaining a high priority. The completion of the project might prove to be, under such circumstances, impossible. Furthermore, there is the possibility of the cancellation

FORM E-30 DOM 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Klamath Falls
May 23 1942

Subject: Midland Secondary Highway
Contract # 2528

To:

Mr S.H.Probert
Office Engineer
Salem Oregon.

Dear Sir,

In accordance with yours of May 21st, we have checked the culvert pipe on hand, for the above job, and find it to be as listed on the attached invoice from Beall Pipe & Tank Corporation to Rogers Construction Co.

Mr Ray Rogers has not been around here for two weeks or more. I understand that he is on the company's Burns job. Since he has not been here for somectime and it is not known when he will show up again, it is apparent that any disscussion with him, on the matter of settling the Midland job, will have to be done by correspondence. I presume that your office will take care of that.

Very truly yours,

J.H.Weaver

Resident Engineer

cc
H.G.Smith
W.E.Chandler

FORM 10

INVOICE

BEALL PIPE & TANK CORPORATION

1945 N. Columbia Blvd. PORTLAND, (Kenton) OREGON

PHONE MU 1151

"If Made

DATE 3/31/42

OUR INVOICE NO. 55148

OUR ORDER NO. 9013

YOUR ORDER NO. Letter

DATE SHIPPED 3/31/42

F. O. B. Job

TERMS 10% 60 days
5% 75 "
net thereafter

SOLD TO Rogers Construction Co

ADDRESS Dayton, Wn

SHIPPED TO Same on Job
(South of Klamath Falls, Oregon)

ADDRESS

ROUTED Our Truck and SP PU&D service - Prepaid

CAR INITIAL AND NO.

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

	DESCRIPTION	QUANTITY
	C/B STEEL CULVERT - Asphalt Dipped - Oregon State Spec. and Inspe at plant before and after dipping. Job - Klamath County, Diversion Canal - Midland overcrossing section of the Midland Secondary Highway - State Project.	
582'	of 16ga 18" dia Culvert	582'
110	" 14ga 24" " "	110
20	" " 30" " "	20
168	" 12ga 36" " "	168
2	only 18" dia Conn. Bands 16ga 12" Wide	2
4	" 24" " " " " 12" "	4
2	" 30" " " " " 12" "	2
10	" 36" " " " 14ga 12" "	10

Counted & Checked on the Job
by Tosdahl & Walsh
5/23/42
J. H. Weaver
Res. Eng

ALL CLAIMS FOR SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

INVOICE

CALL PIPE & TANK CORPORATION

3 N. Columbia Blvd. PORTLAND, (Kenton) OREGON

PHONE MU 1151

"If Made of Metal, Let Beall Make It"

CORRUGATED CULVERTS
IRRIGATION FLUME AND PIPE
SIPHONS
IRRIGATION GATES
DRAINAGE GATES
SLIDE GATES
TANKS AND TROUGHS
WELL CURBING
GRAIN BINS
SMOKE STACKS
HEIL HOISTS AND DUMP BODIES
TRAILERS AND TRUCK TANKS
METAL PRODUCTS

DATE 3/31/42

148

SOLD TO Rogers Construction Co

3

ADDRESS Dayton, Wn

ter

SHIPPED TO Same on Job
(South of Klamath Falls, Oregon)

/42

ADDRESS

ROUTED Our Truck and SP PU&D service - Prepaid

CAR INITIAL AND NO.

ter

8 PER CENT INTEREST ON ALL PAST DUE ACCOUNTS

DESCRIPTION	QUANTITY	RATE	AMOUNT
EL CULVERT - Asphalt Dipped - Oregon State Spec. and Inspection plant before and after dipping. Klamath County, Diversion Canal - Midland overcrossing ction of the Midland Secondary Highway - State Project.			
n 18"dia Culvert	582'	@ 1.92/ft.	$ 1117.44
24" " "	110	3.01	331.10
30" " "	20	3.73	74.60
36" " "	168	5.83	979.44
dia Conn. Bands 16ga 12" Wide	2	2.79	5.58
" " " " 12" "	4	3.47	13.88
" " " " 12" "	2	4.72	9.44
" " " 14ga 12" "	10	5.48	54.80
			$ 2586.28

nted & Checked on the Job
Tosdahl & Walsh
5/22/42
J. H. Weaver
Res Eng

R SHORTAGE MUST BE MADE IMMEDIATELY UPON RECEIPT OF GOODS

Salem, Oregon
May 21, 1942

Mr. J. E. Weaver
Resident Highway Engineer
Klamath Falls, Oregon

Dear Sir:

If the contract for the Diversion Canal-Midland Overcrossing Project is cancelled, as now appears probable, we propose to take over the culvert pipe (and other materials, if any) that have already been delivered for the work, and to reimburse the contractor for those materials at actual cost.

Please, therefore, supply us with the quantity and cost information which we will need in preparing the cancellation agreement.

The matter should be discussed with the Company representatives, of course, and mutual agreement reached, if possible, to avoid any later disagreement.

As this information is needed at once, please forward it direct to us with copy to Mr. Chandler.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:MK

cc Mr. H. C. Smith
Mr. W. E. Chandler

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

May 19, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

A few weeks ago you issued a stop order in connection with Contract No. 2555, Enterprise-Forest Boundary Section and Contract No. 2528, Diversion Canal-Midland Overcrossing Section. This order was issued because of WPB Conservation order L-41.

Our Bonding Company has advised us that they will remit the premium charged for the Bonds for these two projects, provided the jobs are cancelled, but they must first have confirmation from you that their liability is terminated under the bond.

We have a considerable sum of money tied up in these premiums. If these contracts have been cancelled, we shall appreciate it if you will advise the Bonding Company as they have requested so that these premiums may be remitted to us.

Very truly yours,

ROGERS CONSTRUCTION CO.

Donald C. Rogers

DCR en

RECEIVED
MAY 20 1942
STATE HIGHWAY COMMISSION

RECEIVED
JUL 14 1942
FOR FILING

118-1026

SALEM
June 8, 1942

Agreements terminating contracts

Mr. S. H. Probert
Office Engineer

I am returning to you herewith three copies of each of the following agreements, cancelling certain state highway contracts:

Agreement with Harris Bros. cancelling contract No. 2553

Agreement with H. L. O'Neil and Son cancelling contract No. 2556

Agreement with Rogers Construction Company cancelling contract No. 2555

Agreement with Rogers Construction Company cancelling contract No. 2528.

These were signed by the State Highway Commission on June 4, 1942. I have retained the original of each for the Commission's records and files.

AM

Secretary

Agr. filed in contract

NOTED
D.G. DeSart

RECEIVED
JUL 21
PORTLAND

11-436

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
NIGHT LETTER		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Persons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 13, 1942

COPY

ROGERS CONSTRUCTION CO.
DAYTON, WASHINGTON

WAR PRODUCTION BOARD CONSERVATION ORDER L-41 PROHIBITS STARTING HIGHWAY CONSTRUCTION PROJECTS FOR WHICH PREFERENCE RATING ORDERS HAVE NOT BEEN ISSUED. PLEASE THERFORE DO NO WORK AND MAKE NO COMMITMENTS CONNECTION YOUR CONTRACTS DIVERSION CANAL-MIDLAND PROJECT AND ENTERPRISE-FOREST BOUNDARY PROJECT UNLESS AND UNTIL WE ARE ABLE TO OBTAIN APPROVAL OF WPB

R. H. BALDOCK

SHP

RECEIVED
NOV 13 1941
FOR FILING

118-1026

November 12, 1941

Rogers Construction Company
Box C 4
Dayton, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2528 awarded to you on October 17, 1941, for grading, surfacing and oiling the Diversion Canal-Midland Overcrossing Section of the Midland Secondary Highway, in Klamath County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. C. DeHart

RECEIVED
NOV 13 1941
FOR FILING

118-1026

November 12, 1941

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2528 which was awarded to Rogers Construction Company on October 17, 1941, for grading, surfacing and oiling the Diversion Canal-Midland Overcrossing Section of the Midland Secondary Highway, in Klamath County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

by

Secretary

MM

NOTED
D DeSart

RECEIVED
OCT 22 1941
FOR FILING

118-1026

R

October 21, 1941

Rogers Construction Company
Box C 4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies each of the following contracts which were awarded to you by the State Highway Commission on October 17, 1941:

No. 2529, covering 10,000 Cu. Yds. Crushed Rock in stockpiles on the Klamath Falls Rock Production Project on four State Highways in Klamath County.

No. 2527, covering 4.85 miles grading, 13.14 miles surfacing and oiling on the Cinder Butte-Juniper Ridge Section of the Lakeview-Burns Highway in Harney County.

No. 2528, covering 2.07 miles grading, surfacing and oiling on the Riverside Canal-Midland Overcrossing Section of the Midland Secondary Highway in Klamath County.

Kindly execute all four copies of each contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send executed copies to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

NOTED
D. C DeSart

OA

Secretary

RECEIVED
OCT 20 1941
FOR FILING
118-1026

October 18, 1941

Rogers Construction Company
Dayton, Washington

Gentlemen:

The State Highway Commission, on October 17, 1941, awarded you the contract for 2.07 miles grading, surfacing and oiling of the Diversion Canal-Midland Overcrossing Section on the Midland Secondary Highway, in Klamath County. This award was based on your low bid of $47,451.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
G. S. Pearson

RECEIVED
SEP 10 1941
FOR FILING

Comet
Projects
Secondary Hwys

118-1026

Salem
September 6, 1941

Midland Secondary Highway

Mr. H. G. Smith
Construction Engineer
OFFICE

The Commission increased the budget for improvement of the Midland Secondary Highway to $45,000.

C. B. McCullough

CBM:MC

RECEIVED
JUL 14 1941
FOR FILING

Const
Projects
Secondary Hwys.

May 10, 1941.

Midland Secondary Hwy

Mr. H. G. Smith

Mr. S. H. Probert

39

The Commission authorized a $20,000 project on State Secondary Highway 420 in Klamath County.

G. B. McCullough

CBM:AP

18-4211 Klamath Falls Rock Production
Four State Highways 1941

#2529

RECEIVED
FEB 20 1943
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

R-4211

Subject: Request for release of warrants on final estimates.

To: Mr. H. R. Glaisyer
O-f-f-i-c-e

	Voc. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	10928	2529	2-Final	Rogers Construction Co.	741.16	227289	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

ok to release
accepted 2/17/43
A. M.

NOTED
A. L. MONSON

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

RECEIVED
JAN 2 1943

18-4211

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
January 8, 1943

Subject: Klamath Falls Rock Production Project. Contract No. 2529.

To:

Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Following is a letter received from J. B. Weaver today, concerning the Klamath Falls Rock Production project, Contract No. 2529, that was done by the Rogers Construction Company:

" Mr. Chandler: In reply to the above, I visited the quarry site today and found that, sometime in the recent past, the crusher has been removed but there is still some cleaning up to be done. There is a timber belt-pit, two piles of scrap lumber and an outside toilet to be burned or otherwise disposed of.

J. B. Weaver
Resident Engineer"

As this appears to be a matter that could be done for a small amount of money, I recommend that the job be accepted and the final payment made to Roger Brothers.

Very truly yours,

W. E. CHANDLER
DIVISION ENGINEER

WEC:me

RECEIVED
JAN 11 1943

18-4211

COPY

Salem, Oregon
January 2, 1943

Contract No. 2521 and 2529

Mr. M. H. Hawke
Office

Relative to the release of final payments to A. S. Wallace, under contract No. 2521 and to Rogers Construction Company, under contract No. 2529, wish to advise that neither of these contractors have made a final clean-up of the premises to the satisfaction of the Engineer.

We cannot ask the Highway Commission to accept the projects or to authorize payment of the final estimates until such clean-up work has been done. Will you, therefore, please hang onto the warrants that you have in your safe until further advised.

Secretary

HBG:RS

RECEIVED
JAN 4 19
FOR FILING

18-4211

SALEM
December 31, 1942

Contract No. 2529

Mr. H. G. Smith
Construction Engineer

Rogers Construction Company completed its contract No. 2529, Klamath Falls Rock Production Project, on July 3, 1942, but to date it has not been accepted by the Commission.

I am wondering if there is any reason why this contract cannot be presented to the Commission for acceptance at the meeting on January 14, 1943, so that the final warrant can be released. We have been holding the final warrant for quite some time. Will you please advise.

AM

Secretary

RECEIVED
SEP 21 1942
FOR FILING
18-4211

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Burnap

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that Rogers Construction Company's contract, No. 2529, was completed on July 3, 1942, but has not as yet been accepted by the State Highway Commission. The company has been paid the sum of $20,782.06.

Very truly yours,

AH Secretary

RECEIVED
JUL 27 1942
FOR FILING

18-4-11

July 25, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2529 for the Klamath Falls Rock Production Project, in Klamath County, has been completed by the contractor, Rogers Construction Company, and that final settlement will be made on or after August 4, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $20,782.06, including final payment, and that no force account work was performed therein. This contract was completed on July 3, 1942, and will probably be presented to the Commission at its next meeting for acceptance.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MH Secretary

NOTED
D. Q. DeSart

RECEIVED
JUL 21 1942
FOR FILING

15-J-11

July 21, 1942

United Pacific Insurance Company
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on contract No. 2529 covering the Klamath Falls Rock Production Project on state highways, in Klamath County. This payment, in the amount of $20,040.90, will be made on or after July 31, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HM

NOTED
D. G. DeSart

Form E-1—SM—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 4 1942, 19

Section Klamath Falls

Kind of work Rock Production

Highway # 66 & # 97

Section prefix 18-4211

Contractor Rogers Const Co

Contract number 2529

Date of contract October 17 1941, 19

Date of completion August 31 1942, 19

Date work started April 7 1942, 19

Estimated date of completion July 3 1942, 19

Amount of contract $17500.00

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering $20500.00

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 410.00, ... %

Date project was completed ....., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on July 3rd - on the second shift which ended at 6:00 A.M. July 4th.

The last piles will be measured the first of next week and we think it possible to forward the semi-final estimate on the job by the end of the week.

From measurements of piles already completed, it is expected that a slight over-run of materials will be found. Also a large quantity of t"-0" (screen rejections) has been stockpiled.

In view of the fact that there probably will not be another rock production job in this locality for a long time, the quantities were deliberately over-run - on orders from myself - to get all the materials for the money authorized for the job.

Since the work is completed and the final report on the project will be forwarded within a short time, this will be the last weekly report on the work.

RECEIVED JUL 6 - 1942 HIGHWAY ENGINEER

NOTED

E. V. WEBSTER

Signed [signature]

Address Klamath Falls Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
JUL 8 1942
FOR FILING

18-4211

Salem, Oregon
June 13, 1942

Mr. J. B. Weaver
Resident Highway Engineer
Klamath Falls, Oregon

Dear Sir:

In view of the fact that the Klamath Falls Rock Production Project was bid in combination with the Diversion Canal-Midland Overcrossing Project, and that the contractor, in his bid, specified that he would not accept the award of the Rock Production Project unless he also received the award of the other project, the cancellation of the contract for the Diversion Canal-Midland Project has placed the contractor in position to claim an adjustment on the Rock Production Project.

Under the adjustment agreed upon, the contractor is to be allowed an extra 12 cents per cubic yard on all materials furnished under the Rock Production Project.

To get this adjustment lined up in accordance with usual procedure, we have prepared the enclosed price agreement and are requesting you to obtain the contractor's signature and to then submit the agreement through the usual channels.

The item is to be carried on the estimates as an additional pay item; not as an increase in the prices to be paid for the regular contract items.

The pipe delivered by the contractor for the Diversion Canal Project is being taken over by the Maintenance Department and, presumably, will be placed in storage at the maintenance headquarters at Klamath Falls.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to E. E. Chandler
E. G. Smith
Encl.

RECEIVED
JUN 15 1942
FOR FILING

12-4-11

April 23, 1942

Rogers Construction Co.
Dayton, Washington

Gentlemen:

We refer to the situation which has been created in connection with the Klamath Falls Rock Production Project (Contract 2529) by reason of the recent action of the War Production Board which stops temporarily, and which may stop permanently, your construction operations on the Diversion Canal-Midland Project (Contract 2528).

You have stated, and your statement is borne out by the record, that your bid for the Rock Production Project was made contingent upon your being awarded, also, the contract for the Diversion Canal-Midland Project. You have stated, also, that the prices which you bid for the Rock Production Project took into consideration savings in operating and overhead expenses which could be made by handling the two projects in combination. You have indicated that you are unwilling to go through with the Rock Production Project at the original bid prices, if you are prohibited from carrying through, also, the Diversion Canal-Midland Project, and you have indicated that you feel that you should not be required so to do.

Believing that it would be unfair to expect you to perform the Rock Production Project at the original contract prices, unless you are permitted to perform, also, the Diversion Canal-Midland Project, we offer the following proposals:

1. That you will proceed at once with the performance of the Klamath Falls Rock Production Project (Contract 2529) and prosecute the project to completion expeditiously, without awaiting a decision as to whether you will or will not be permitted or required to perform, also, the Diversion Canal-Midland Project (Contract 2528).

2. That in the event authority to proceed with the Diversion Canal-Midland Project is not granted you within thirty days of the date on which you complete delivery of the crushed rock which you are to furnish under the Klamath Falls Rock Production Project (Contract 2529), payment to you for the crushed rock furnished under the Klamath Falls Rock Production Project (Contract 2529) will be made at a price of ten cents (10¢) per cubic yard greater than the price stated in the contract.

Price finally agreed on was 12¢

3. That you will make no claim against the State Highway Commission, in connection with the Klamath Falls Rock Production Project (Contract 2529), for compensation other than that provided for in the preceding paragraph, which claim has as its basis the fact that you were not permitted to perform the two projects herein mentioned (Contracts 2528 and 2529) in combination, as was originally contemplated.

These proposals were tentatively agreed to in a telephone conversation of April 21, 1942, and are set down herein in order that they may become a matter of record. Please, therefore, indicate your acceptance of them by signing the enclosed copy of this letter and returning it to us.

Very truly yours,

R. H. Baldock
Chief Engineer

The proposals stated in the foregoing letter have our approval and are hereby accepted by us.

Rogers Construction Co.

April_____, 1942 By_____

Encl.

SHP:ER

Salem, Oregon
April 23, 1942

Mr. J. B. Weaver
Resident Highway Engineer
Klamath Falls, Oregon

Dear Sir:

Please note the enclosed letter addressed to the Rogers Construction Co. and hand it to Mr. Rogers, together with one of the two carbon copies which accompany it. The other carbon copy may be retained for your files.

The purpose of the letter is, you will note, to get the Klamath Falls Rock Production Project underway without further delay, and to provide extra compensation for the contractor to offset the extra expense to which he will be subjected by reason of his not being able to carry the work on in combination with the Diversion Canal-Midland Project.

The Diversion Canal-Midland job will have to remain closed-down until released by the War Production Board, and just now we have little hope of being able to obtain a release. If a release is not obtained within a reasonable length of time, the Commission might consider a termination of the contract by mutual agreement.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc to W. E. Chandler

Encl.

RECEIVED
NOV 13 1941
FOR FILING

18-4211

R

November 12, 1941

Rogers Construction Company
Box C 4
Dayton, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2529 awarded to you on October 17, 1941, for the Klamath Falls Rock Production Project on state highways, in Klamath County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. C. DeSart

RECEIVED
OCT 22 1941
FOR FILING

18-421

R

October 21, 1941

[illegible] Construction Company
Box 6 A
[illegible], Washington

Gentlemen:

We are sending you today by express four copies each of the following contracts which were awarded to you by the State Highway Commission on October 17, 1941:

No. 2526, covering 10,000 Cu. Yds. Crushed Rock in stockpiles on the Klamath Falls Rock Production Project on four State Highways in Klamath County.

No. 2527, covering 4.85 miles grading, 13.14 miles surfacing and oiling on the Chiloquin Butte-Juniper Ridge Section of the Lakeview-Malin Highway in Modoc County.

No. 2528, covering 2.07 miles grading, surfacing and oiling on the Riverview Canal-Midland Overcrossing Section of the Midland Secondary Highway in Klamath County.

Kindly execute all four copies of each contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy of each contract will be returned to you for your records and files. We will also send executed copies to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to comply the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

OA

Secretary

NOTED
D. C. DeSart

RECEIVED
OCT 20 1941
FOR FILING

18-4211

October 18, 1941

Rogers Construction Company
Dayton, Washington

Gentlemen:

The State Highway Commission, on October 17, 1941, awarded you the contract for the Klamath Falls Rock Production Project on four State Highways near Klamath Falls, in Klamath County. This award was based on your low bid of $17,900.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
S. S. Person

L9-?40? Alkali lake maintenance station L94L

RECEIVED
AUG 29 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

19-3408

Aug. 28, 1942

Subject: Request for release of warrants on final estimates.

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

	Voc. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	12169	2530	6-final	Tri-State Construction Co.	1,834.59	228588	
2.							
3.							
4.							
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11.							
12.							

O.K. to release 2-30 a.m.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

RECEIVED
AUG 15 1942
FOR FILING

19-3408

August 14, 1942

Continental Casualty Company
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2530 for work on the Alkali Lake Maintenance Station on the Lakeview-Burns Highway, in Lake County, has been completed by the contractor, Tri-State Construction Company, and that final settlement will be made on or after August 24, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $20,771.12, including final payment, and that no force account work was performed therein. This contract was completed on May 6, 1942, and will be presented to the Commission for acceptance at its next meeting.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
C. G. DeSart

RECEIVED
NOV 13 1941
FOR FILING

19-3408

November 12, 1941

Tri-State Construction Company
1812 N. E. 40th Avenue
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2530 awarded to you on October 17, 1941, for construction of two frame dwellings and one frame equipment building for the Maintenance Station at Alkali Lake, in Lake County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D . DeSart

RECEIVED
NOV 13 1941
FOR FILING

19-3408

R

November 12, 1941

Continental Casualty Company
Mansfield and Company
310 Lewis Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2530 which was awarded to the Tri-State Construction Company on October 17, 1941, for construction of two frame dwellings and one frame equipment building for the Maintenance Station at Alkali Lake, in Lake County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D . DeSart

RECEIVED
OCT 23 1941
FOR FILING

19-3408

R

October 23, 1941

Tri-State Construction Company
1812 N. E. 40th Avenue
Portland, Oregon

Attention: F. G. Yungeberg

Gentlemen:

We have your letter of October 22, and also the four copies of your contract No. 2530, which were submitted through your bonding company's agent.

In accordance with paragraph 1, page 1, of the additional Special Provisions in the back of your contract, you may commence the work covered by said contract as soon as the properly executed contract and bond have been received by the Commission. Receipt of your executed contract and bond is hereby acknowledged.

Under separate cover we are mailing six sets of plans and specifications for construction of buildings at Alkali Lake, under contract No. 2530, for use by yourself and your subcontractors.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

NOTED
D. C. DeSart

TELEPHONE MURDOCK 1195

Tri-State Construction Company
1812 North East 40th Avenue
PORTLAND, OREGON

RECEIVED
23 [illegible]

October 22, 1941

Oregon State Highway Commission
State of Oregon
Salem, Oregon

RE: Alkali Lake Maintenance Station
Lake County, Oregon

Attention: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We are in receipt of the four copies of contract #2530, which pertains to the construction of two frame dwellings and one equipment building at Alkali Lake Maintenance Building in Lake County, Oregon.

We have signed these documents today and turned them over to our Bonding Company's Agent, who in turn will prepare the Surety Bonds, and forward them to you today.

We presume that we will hear from you at a later date, when we are to proceed with construction work, in connection with the project.

see ff, page 94

Yours very truly,

TRI-STATE CONSTRUCTION COMPANY

BY F. G. Yungeberg

F. G. Yungeberg

fgy j

P.S. Would you please forward to us, at once, six (6) sets of plans and specifications of contract #2530, in order that we might have some extra sets for our subcontractors. We would appreciate having these documents as soon as possible.

Skim sending — mention in letter.

RECEIVED
OCT 22 1941
FOR FILING

R

19-3408

October 21, 1941

Tri-State Construction Company
1812 N. E. 40th Avenue
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of Contract No. 2530 which was awarded to you on October 17, 1941, by the State Highway Commission covering the construction of two frame dwellings and one equipment building at Alkali Lake Maintenance Station, in Lake County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph on Page 25 of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EM

NOTED
D. C. DeSart

RECEIVED
OCT 20 1941
FOR FILING

19-3408

October 13, 1941

Tri-State Construction Company
1812 N. E. 40th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission, on October 17, 1941, awarded you the contract for the construction of two frame dwellings, approximately 25' x 56', and one frame equipment building, approximately 36' x 76', at the Maintenance Station at Alkali Lake, in Lake County. This award was based on your low bid of $21,092.56, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
S. S. Pearson

RECEIVED
AUG 19 1941
FOR FILING

Coast
Projects
Buildings

19-3408

Salem, Oregon
August 15, 1941

Commission Meeting
August 14 & 15, 1941

J. K. Bishop

G. S. Pearson

The Commission authorized the construction of the two buildings and the maintenance sheds at Alsea Lake. Estimated Cost $15,000.

C. B. McCullough

MC:OA

NOTED
C. B. McCullough

RECEIVED
AUG 13 1941

Maint
Bldgs & Lots
19-3408

August 12, 1941.

Replacement of Alkali Lake building

Mr. R. H. Baldock

We would like to secure authorization for the replacement of the building which burned down at Alkali Lake. While we are at it, I believe it would be good business to complete our installation at this point. We will need two patrolman's houses and one maintenance shed, the total estimate for the entire group being $15,500.

C. B. McCullough

CBM:AG

FORM E-20 REVISED 2SM 1-41

RECEIVED
AUG 13 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 8, 1941

Subject: New headquarters at Alkali Lake

To: Mr. C. B. McCullough
Assistant Chief Engineer

RECEIVED
AUG 11 1941

Dear Sir:

The loss caused by the recent fire at Alkali Lake, which entirely destroyed the small garage or section headquarters, the two trucks, and the small tools and supplies, has been inventoried by the Property Control Department and will be covered under the restoration fund. I have written to Mr. Baldock requesting authority to replace the two trucks.

However, it will be necessary to construct another garage, and I recommend that authority be obtained and a contract let for the construction of a headquarters consisting of the 72'x 36' garage, one house, and the necessary water and electrical systems.

Very truly yours,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er

NOTED
C. B. McCullough

4j-1 and 4j-2

RECEIVED
MAR 1 1941
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 21st, 1941

Const
Projects
Estimates & Reports
19-3408

Cross Referenced To
Const.
Landscaping
Oasis

Subject: Alkali Lake Oasis and Maintenance Buildings

NOTED
State Highway Engineer

To: Mr. C. B. McCullough
Asst. Chief Engineer
O f f i c e

Cross Referenced To
Maint.
Bldgs. & Site

Dear Sir:

Herewith an estimate of cost and proposed plan of the oasis and maintenance station at Alkali Lake, which you recently requested.

I presume Mr. Otten obtained the conventional prices for buildings in order to round out the estimate, but I suggest that you have this checked by the bridge and maintenance departments, both as to their requirements and as to the cost.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

Estimate of Cost

ESTIMATE

February 19, 1941

For
State Contract

ALKALI LAKE OASIS & MAINTENANCE BUILDINGS

Clearing & Grubbing sagebrush & float rock		$ 250.00
2 - Single dwellings with garage and walks		7,000.00
1 - Maintenance Building with gas pump		5,500.00
1 - Septic Tank		175.00
Miscellaneous Sewer Pipe and Drain Tile		350.00
Water Pumping Plant		1,300.00
Light Plant		600.00
Bulldozer for Grading 35 hours @ $6.00		210.00
Surfacing for Parking, roads & yard 1,500 sq. yds.@ 1.00		1,500.00
Irrigation System		750.00
Pump House & Irrigation System Pump		800.00
Water Storage Reservoir (540 Sq. Yd.)		700.00
Salvage & Install Wire Fence 400 rods @ $1.50		600.00
Trees and Shrubs in Place		750.00
Preparation for Seeding & Seeding 16,000 Sq.Ft. @ 22.00		350.00
Peat Moss 20 bales @ $5.00		100.00
Commercial Tankage 1 Ton		75.00
Soil Sulphur including labor for de-alkalizing		150.00
Total		$21,160.00

...hman
...anager

4y-1 (4...

530 Rooms

HEATHMAN HOTELS
"For Western Hospitality"
Park at Salmon — Broadway at Salmon
PORTLAND, OREGON

Rep Dwyer -

Maintenance Headquarters
at Alkali Lake - $25000

and

rail north end of
Blarion - Burns Hwy

look at both S.A.P.

2/13 - See corresp. in Maint. Highways Lakeview-Burns

RECEIVED
FOR FILING

Salem, Oregon
February 11, 1941

Project
Projects
Estimates & Reports

Complaint of Representative Snyder re Lakeview-Burns Hwy & Alkali Lake Hdqtrs.

Mr. H. G. Smith:

#226000
Raising Grade

Will you please furnish an estimate of cost to stabilize that section of US 395 from Wagontire north for a distance of 15 miles. It is recommended that it be stabilized with 6 inches of pitrun gravel and a 1-inch leveling course.

Also, please furnish an estimate of cost for the construction of an oasis at Alkali Lake. I think this was referred to Mr. Otten for design some time ago but apparently the matter was dropped.

C. B. McCullough

JM:mbl

2/13 - See corresp. re: Maint. Highways Lakeview-Burns

...DER
...EW, OREGON

COMMITTEES
HIGHWAYS AND HIGHWAY REVENUES, CHAIRMAN
BANKING AND CORPORATIONS
MEDICINE, PHARMACY AND DENTISTRY
RESOLUTIONS
TAXATION AND REVENUE

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

February 8, 1941

Mr. C. B. McCullough,
Assistant Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. McCullough;

I have noted with considerable interest the report made to you by Mr. Bishop.

Evidently, the conditions complained of are as bad or worse than we had supposed. I wish that you would figure estimates of cost and forward them to Mr. Baldock for presentation to the Highway Commission, in the hope that the situation may be corrected at the earliest possible moment.

Assuring you that the folks in my section will appreciate your attention to these matters, I am

Very truly yours,

Burt Snyder

Burt K. Snyder

BKS:rb

Estimate (a) Maintenance Quarters @ Alkali Lake
(b) Improvement US 395 from Wagontire N. (15 mi.)

G-1

226-1051 North Burgard St. Sec.,
City Streets in Portland 1941

#2531

RECEIVED
DEC 20 1946
FOR FILING

236-1-C37
2531

December 19, 1946

[redacted]

[redacted]

[redacted]

[redacted]

With reference to your communication regarding your bill Public No. 80??? for work on the [redacted] on the [redacted] to advise that all matters pertaining to this bill have been cleared up, and it is now in the hands of the Public Roads Administration auditors.

We trust it will not be too long before we are able to make final payment.

Very truly yours,

[redacted]
Acting State Highway Engineer

[redacted]
[redacted]

RECEIVED
JUL 3 1942
FOR FILING

22A-10F1
2531

July 1, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen:

In accordance with your letter of June 29, 1942, you are advised that contract No. 2531, with Porter W. Nott, was completed February 20, 1942, and accepted April 2, 1942, by the Highway Commission. The total amount of money paid on this contract was $34,125.23.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

NOTED
D. G. DeSart

RECEIVED
MAY 7 1942
FOR FILING

226-1051
2531

May 6, 1942

Mr. Porter W. Kett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on April 2, 1942, granted you the extension of time requested, from January 31 to February 20, 1942, without penalty, in connection with contract No. 2531 for grading and paving of North Burgard Street in the city of Portland, Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - W. C. Williams

RECEIVED
APR 27 1942
FOR FILING

226-1051
2531

April 27, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2531 for work on the North Burgard Street Section of the City of Portland, in Multnomah County, has been completed by the contractor, Porter W. Yett, and that final settlement will be made on or after May 7, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $34,125.23, including final payment, and that no force account work was performed therein. This contract was completed on February 20, 1942, and accepted by the Commission April 2, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. G. DeSart

RECEIVED
MAR 24 1942
FOR FILING

226-1051
2531 1

March 24, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2531 covering grading and paving on the North Burgard Street Section of the City of Portland, in Multnomah County. This payment, in the amount of $3,886.77, will be made on or after April 3, 1942. The retained percentage is $998.69.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

[redacted]

Secretary

[redacted]

Form E-1—536—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 14th. 1942., 19

Section Burgard Street, Portland Ore. *Kind of work* Grading and Paving.

Highway City Street *Section prefix* 226 - 1051. State

Contractor Porter W. Yett *Contract number* 2531.

Date of contract October 17th. 1941., 19 *Date of completion* Jan 31st. 1942., 19

Date work started October 29th. 1941., 19 *Estimated date of completion* Feb. 20th. 1942., 19

Amount of contract . . . . . $32,703.00 *Per cent of time elapsed* 120. %

Estimated cost of completed project, exclusive of engineering . . . . . $ 33,292.30

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 2150.00, ... % *Date project was completed* Feb 20th. 1942., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi final estimate has been finished and delivered to the division office to day for checking.

This is the final report on this job.

RECEIVED MAR 16 1942 STATE HIGHWAY ENGINEER

NOTED E. M. WERBER

NOTED

E.M. [illegible]

Signed .....

Address 9200 SE Mcloughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.72				.72
Miles partially completed					
Miles completed	.72				.72
Total estimated quantities	4370 cy				8200 sy
Estimated quantities moved or placed to date	4370 cy				8200 sy
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	Fair		
Wednesday	Cloudy Rain		
Thursday	Rain Cloudy		
Friday	Rain		
Saturday	Cloudy		

STATE PRINTING DEPT.

RECEIVED
NOV 13 1941
FOR FILING

226-1051
2531

November 12, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2531 awarded to you on October 17, 1941, for grading and paving on North Burgard Street in the City of Portland, Multnomah County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. C. DeSart

RECEIVED
OCT 22 1941
FOR FILING

226-1051
2531

October 21, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2531, which was awarded to you on October 17, 1941, by the State Highway Commission covering grading and paving on North Burgard Street in the City of Portland, Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. DeSart

RECEIVED
OCT 20 1941
FOR FILING

226-105-1
2531

October 18, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission, on October 17, 1941, awarded you the contract for 0.72 mile grading and paving on the North Burgard Street Section of city streets in Portland, in Multnomah County. This award was based on your low bid of $32,703.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

EK

cc - S. K. Probert
G. S. Paxson

30-1131 South Hermiston Section
Old Oregon Trail Hwy. 194
#2532

RECEIVED
MAY 17 1943
FOR

30-1131

May 13, 1943

Great American Indemnity Co.
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2532, for work on the South Hermiston Section of the Old Oregon Trail Highway in Umatilla County, has been completed by the contractor, Jacobsen-Jensen Company, and that final payment in the amount of $675.42 will be made on or after May 24, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $24,469.42, and that no force account work was performed therein. This contract was completed on November 14, 1942, and accepted by the Commission on January 14, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
APR 2 [illegible]
FOR FILING

30-1131

April 21, 1943

Great American Indemnity Company
Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Jacobsen-Jensen Company on contract No. 2532, covering grading, surfacing and bituminous macadam construction on the South Hermiston Section of the Old Oregon Trail in Baker County. This payment, in the amount of $3,084.05, will be made on or after May 1, 1943. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
A. L. MONSON

RECEIVED
JAN 27 1943
FOR FILING

30-1131

January 25, 1943

Jacobsen-Jensen Company
217 N. E. Stanton
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on January 14, 1943, granted you the extension of time requested, from June 30 to November 14, 1942, without penalty, in connection with contract No. 2532, South Hermiston Section of the Old Oregon Trail Highway, in Umatilla County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AE Secretary

cc - Mr. Van Duzy

Form E-1—SM—4-42

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT NO. 20

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 14, 1942

Section South Hermiston — *Kind of work* Grading, Surfacing and Oiling

Highway Old Oregon Trail — *Section prefix* 30 - 1131

Contractor Jacobsen and Jensen Co. — *Contract number* 2532

Date of contract Oct. 17, 19 41 — *Date of completion* June 30, 19 42

Date work started Nov. 4, 19 41 — *Estimated date of completion* Nov. 18, 19 42

Amount of contract . . . . . $ 24,460.20 — *Per cent of time elapsed* 153 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 25,438.61

Per cent of contract completed, based on total contract price . . . . . %

Engineering cost to date, $ 1450., % — *Date project was completed* ....., 19.....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Finished oiling sidewalks and approaches Thursday, with small equiptment

Finished project Saturday the 14th

393 of 257 days

RECEIVED
NOV 15 1942
ENGINEER

NOTE
E. M.

Signed L. R. Chandler

Address Pendleton, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.70	0.70		0.70	
Miles partially completed					
Miles completed	0.70	0.70		0.70	
Total estimated quantities	10,000	4,500		1,050	
Estimated quantities moved or placed to date	8,500	4,500		1,050	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				12	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Cool & Overcast		
Tuesday	Heavy fog		
Wednesday	High fog		
Thursday	Overcast & cold		
Friday	"	"	
Saturday	Rain during nite		

STATE PRINTING DEPT.

RECEIVED
NOV 13 1941
FOR FILING

30-1131

November 12, 1941

Jacobsen-Jensen Company
517 N. E. Stanton Street
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2532 awarded to you on October 17, 1941, for grading, surfacing and oiling the South Hermiston Section of the Old Oregon Trail Highway, in Umatilla County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D . DeSart

RECEIVED
OCT 22 1941
FOR FILING

R

30 - 1131

October 21, 1941

Jacobsen-Jensen Company
517 N. E. Stanton
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No.2532, which was awarded to you on October 17, 1941, by the State Highway Commission covering 0.70 mile grading, surfacing and bituminous macadam on the South Hermiston Section of the Old Oregon Trail, in Umatilla County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. C. DeSart

RECEIVED
OCT 20 1941
FOR FILING

30-1131

October 18, 1941

Jacobsen - Jensen Company
517 N. E. Stanton
Portland, Oregon

Gentlemen:

The State Highway Commission, on October 17, 1941, awarded you the contract for 0.70 mile grading, surfacing and oiling on the South Hermiston Section of the Old Oregon Trail Highway, in Umatilla County. This award was based on your low bid of $24,460.20, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HH

cc - S. H. Probert
G. S. Paxson

26-1050 Wreck & Remove Two Buildings
101 SE Union Ave.,Portland 1941

2537

RECEIVED
FEB 27 1942
FOR FILING

26-1050
2533

February 27, 1942

Shipyard Wood Company
204 S. E. Front Avenue
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of February 26, advising that you had received our check in payment for work performed in connection with contract No. 2533, and inquiring regarding your deposit of $50.00.

We have not overlooked the deposit made by you. It is now being cleared through our books and we anticipate that a check in the amount of $50.00 will be mailed to you in the next few days.

Very truly yours,

Secretary

ATWATER 0928

SHIPYARD WOOD CO.

PORTLAND, OREGON

February 26, 1942.

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:-

This is to acknowledge receipt of your communication enclosing check or warrant for $400cc in settlement of Contract for wrecking building at S.E. Union Ave & Ankeny St.

May we remind you that ~~we~~ deposited check for $50cc in lieu of Bond. Will you please return this sum to us, and oblige

Yours truly
Shipyard Wood Co
Fred L Leavy, Owner
Upon

204 S.W. Front Avenue
Portland, Ore.

RECEIVED
FEB 27 1942
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 18 1941
FOR FILING

26-10-0
2533

November 12, 1941

Shipyard Wood Company
204 S. W. Front Avenue
Portland, Oregon

Gentlemen:

We are enclosing a fully executed copy of contract No. 2533 awarded to you on October 17, 1941, for wrecking and removing one frame building and one concrete building at 101 S. E. Union Avenue, East Portland, in Multnomah County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. C. DeSart

RECEIVED
OCT 22 1941
FOR FILING
26-105-0
2533

R

October 21, 1941

Shipyard Wood Company
204 S. W. Front Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission, on October 17, 1941, awarded you the contract for removing of business buildings in S. E. Portland, in Multnomah County. This award was based on your low bid of $400.00, submitted on October 16, 1941.

Contract forms will be sent to you for execution within a few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

cc - S. H. Probert
C. E. Pauson

RECEIVED
OCT 22 1941
FOR FILING

26-1050
2533

October 21, 1941

Shipyard Wood Company
204 S. W. Front Avenue
Portland, Oregon

Gentlemen:

We are enclosing four copies of contract No. 2533, which was awarded to you on October 17, 1941, by the State Highway Commission covering the removing of business buildings in S. E. Portland, in Multnomah County.

Will you kindly execute all four copies of this contract and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files.

We particularly call your attention to paragraph 3, of page 2, relating to "Forfeiture of Proposal Guaranty" and advise that the $50.00 deposit accompanying your proposal will be retained by this department as a performance guaranty until such time as you have completed your contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

mm

NOTED
D DeSart

RECEIVED
OCT 22 1941
FOR FILING

26-1050
2533

R

Salem, Oregon
October 22, 1941

Deposit from Shipyard Wood Co.

Mr. W. C. Crews

I hand you herewith $50.00 in currency to be deposited in the advance fund until such time as the Shipyard Wood Co. has completed their work in connection with contract No. 2533, for moving buildings at 101 S. E. Union Avenue, Portland.

This money was submitted as a bid deposit on October 16, 1941, accompanying their bid for this work. In accordance with the proposal and contract, their deposit shall be retained as a performance guaranty until such time as the work under their contract is completed and accepted.

D. G. DeSart

DGD/mm

Dep'd 10/23/41

RECEIVED
OCT 24 1941
FOR FILING

26-1050
2533

R

Salem, Oregon
September 26, 1941

East Couch and Ankeny Street
Improvement

Mr. R. A. Gellier
Highway Division Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

26-1050
File

Dear Sir:

The enclosed state force order, providing for the improvement on the Pacific Highway East on East Couch and Ankeny Streets in Portland, has been substituted for the minor betterment order submitted with your letter of September 23.

Will you please sign the order and return it for further approval, if you find it to be in proper form.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/ER

Encl.

Mr Bishop

Please note the attached letter of Colliers and the order for improving the southbound route of Union Avenue at the East end of the Burnside Bridge.

Would you suggest a state force construction project for this work rather than the minor betterment order?

Mr Ballard requested to have the building wrecked by contract which is now located on the S.W corner of Marion and Antony Street. Bids shall be received Oct. 16th for the building removal.

L E Pierson

NOTED
L. A. DE FRANCE

FORM E-80 20M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 23, 1941

Subject: Minor Betterment Work Order
Couch to Ankeny Streets

To: Mr. S. H. Probert
Office Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Herewith order to round two corners on Union Avenue near Burnside Street to improve conditions for southbound traffic.

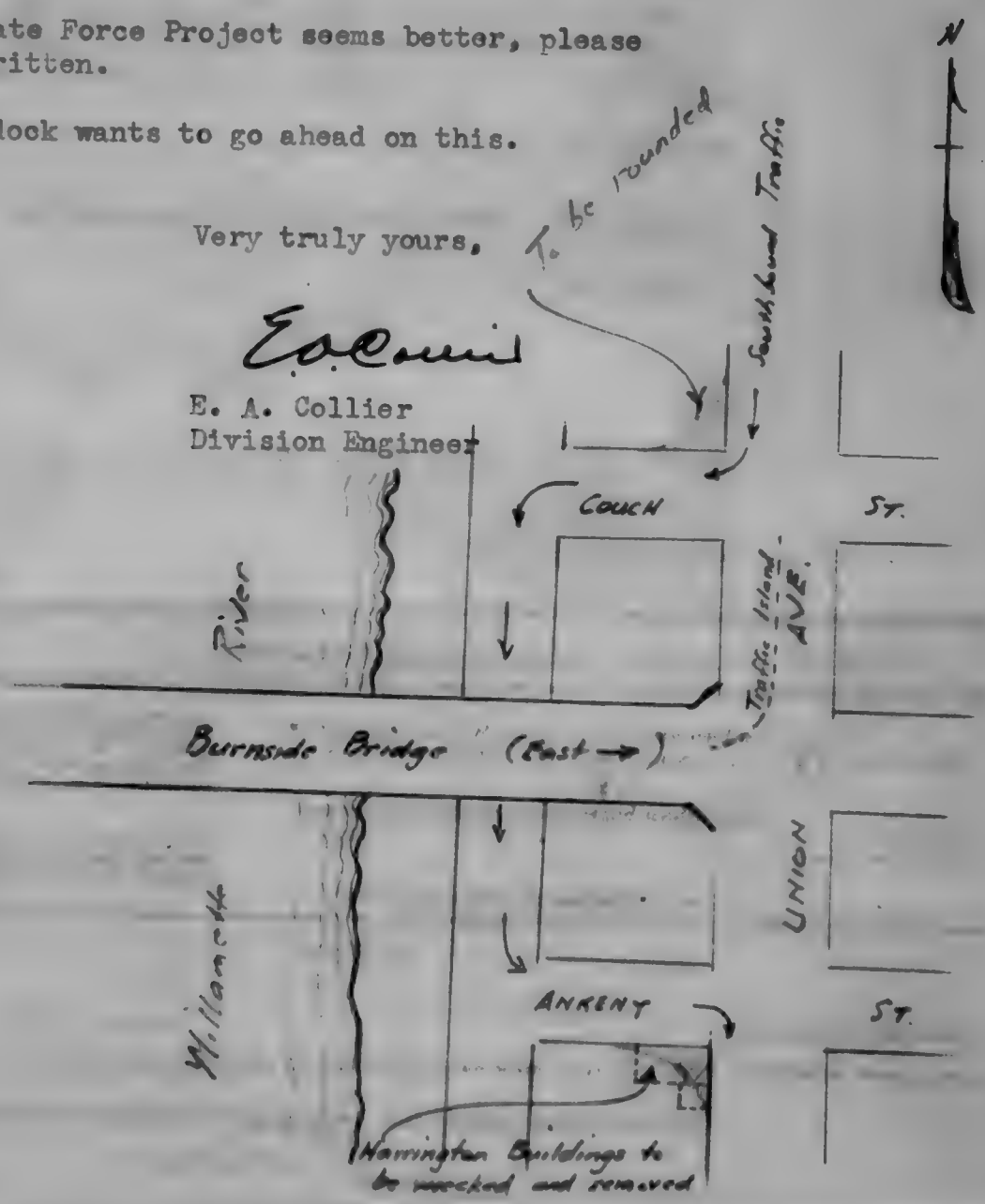
If a State Force Project seems better, please have order re-written.

Mr. Baldock wants to go ahead on this.

Very truly yours,

E. A. Collier
Division Engineer

EAC:IH
Encl.
cc: H. G. Smith



Form 304—4M—1-37

OREGON
STATE HIGHWAY COMMISSION
Maintenance Department

MINOR BETTERMENT WORK ORDER

Division Portland No. 1 For the year 1941 Prefix 26-1226

Acct. Number 104

Highway Pacific East Authorization 1st
(1st, 2d, 3d, etc.)

From Couch Street

To Ankeny Street in Portland Date submitted September 23, 1941

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST

Round northwest corner at Union Avenue and Couch Street and southwest corner at Union and Ankeny:

Remove sidewalk	400 sq yds.	@	$0.40	$160.00
Remove curb	400 lin. ft.	@	.10	40.00
Excavation	300 cu. yds.	@	1.00	300.00
Catch inlet and drains				150.00
Crushed gravel base	150 cu. yds.	@	2.00	300.00
New curb	320 lin ft.	@	.50	160.00
New sidewalk	300 sq. yds.	@	2.00	600.00
Asphaltic Concrete Pavement	200 tons	@	6.00	1,200.00
				$2,910.00
Engineering and contingencies				290.00
				$3,200.00

Copy

N. B. Building at Ankeny and Couch to be removed under Right of Way Department.

Work to be Commenced October 1, 1941 *Estimated Date of Completion* November 1, 1941

INSTRUCTIONS: Orders are to be prepared in triplicate. Two copies are to be submitted to the Salem Office, and after approval by the Maintenance Engineer one copy will be returned to the Division Engineer for his files. The third copy will be retained by the Division Engineer until the approved copy is received, after which it should be sent to the Engineer or Superintendent in immediate charge of the work.

Descriptions, estimates and other information given on a revised order should cover work under previous authorizations as it is intended that the revised order will replace the previous one rather than serve as a supplement to it.

Estimated cost of work to be done under this order as per above estimate . . . $3,200.00

Amount previously authorized under this order 0.00

Present increase in authorization . . .

Recommended for approval:

Division Engineer.

Approved:

Maintenance Engineer.

NOTE: The Work Order will bear the same number as the Account Number of the Classification of the work to be performed. A separate order is to be submitted for each class of work.

This order does not constitute authority for expenditures until approved and returned.

STATE PRINTING DEPT.

FAP 164-C-1 Brogan-Jamieson Sec., 1941
John Day Hwy.

#2534

RECEIVED
OCT 11 1943
FOR FILING

16-C-1

October 9, 1943

General Casualty Company of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2534 for work on the Dregon-Junction Section of the John Day Highway, in Malheur County, has been completed by the contractor, Triangle Construction Company, and that final payment in the amount of $2,274.33 will be made on or after October 19, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total contract amount is $67,375.61, and that no force account work was performed therein. This contract was completed on July 31, 1943, and accepted by the Commission on August 23, 1943.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Very truly yours,

By
Secretary

KB

OREGON STATE HIGHWAY COMMISSION

NOTED
Edna Beckman

164-C-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
OCT 1 1943
FOR FILING

POST OFFICE BUILDING
PORTLAND, OREGON

September 30, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 164-C (1), Brogan-Jamieson Section of the John Day Highway, was made by a representative of this office on August 19, 1943.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
OCT 1 1943
STATE HIGHWAY COMMISSION

Jron

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SEP 21 1943
FOR FILING

164-C-1

September 21, 1943

General Casualty Company of America
C. H. Cleaver, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Triangle Construction Company, on contract No. 2534, covering 5.3 miles of grading, surfacing and oiling on the Brogan-Jamieson Section of the John Day Highway, in Malheur County. This payment, in the amount of $20,578.69, will be made on or after October 1. The retained percentage is $2,013.44.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

EB

NOTED
RUTH SMITH

RECEIVED
AUG 30 1943
FOR FILING

161-1-1

August 24, 1943

Triangle Construction Co.
P. O. Box 2617
Boise, Idaho

Gentlemen:

The State Highway Commission, at its meeting on August 23, 1943, granted you the extension of time requested, from June 30, 1942 to July 31, 1943, without penalty, in connection with contract No. 2534 on the Brogan-Jamieson Section of the John Day Highway, Malheur County.

Very truly yours,
STATE HIGHWAY COMMISSION

By
Secretary

BW

cc - Mr. Paul Van Dorp
Division Engineer

RECEIVED
AUG 19 1943
FOR FILING

164-C-1

August 16th, 1943

Mr. H. L. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland 8, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the contract of the Triangle Construction Company on the Drain-Yoncalla Section, DR 164-C (1), from June 30th, 1942 to July 31st, 1943.

The contractor was unable to start the oiling last year due to the inability of oiling contractors to be released from defense contracts until late in the season when the priorities on oil again interfered. At one time Herrigan-Hanson had agreed to do the work but were unable to secure their equipment from war contracts. During the latter part of the season J. C. Compton attempted to do it, but the authorities at the Corvallis Airport and Camp Adair refused to allow his equipment to be moved from their jobs until late in the season when it was inadvisable to attempt the work.

I recommend this extension be granted without penalty.

Very truly yours,

R. H. Baldock
State Highway Engineer

R

cc to: H. G. Smith

Form E-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY — Rpt No 14

161-C-1

For Week Ending July 31, 1943, 19	
Section Brogan - Jamieson	*Kind of work* Grading, surfacing and oiling
Highway John Day	*Section prefix* 223-1029
Contractor Triangle Construction Co	*Contract number* 2534
Date of contract October 24, 1941, 19	*Date of completion* June 30, 1942, 19
Date work started November 6, 1941, 19	*Estimated date of completion* July 31, 1943, 19
Amount of contract $69,600.00	*Per cent of time elapsed* 100+ %
Estimated cost of completed project, exclusive of engineering	$69,600.00
Per cent of contract completed, based on total contract price	100 %
Engineering cost to date, $ 5,500.00, %	*Date project was completed* July 31, 1943, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor moved in to complete the oiling on this project on July 13. He spent three days on sub-grade preparation and started oiling on Saturday July 17. The work was carried on thru Sunday and all the next week and the oiling was completed on July 28. The first week on the job, progress was slow due to trouble with the distributor and a shortage of trucks. The last week progress was as good as could be expected for the amount of equipment on the job. While progress was slow on this job, The quality of work was good and the finished job has good riding qualities and a very good texture. The contractor will finish the maintaining to-day and also the removal of all equipment from the job.

The Engineering and inspection work on this job was carried on by myself and four men from the crews at Jordan Valley.

NOTED
E. M. BOSTEDT

RECEIVED
AUG 2 1943
OFFICE OF

Signed E F Chidsey

Address L. Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	5.3	5.3		5.3	
Miles partially completed					
Miles completed	5.3	5.3		5.3	
Total estimated quantities	65,000	8,400	2,000		
Estimated quantities moved or placed to date	65,000	8,400	2,000		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8 to 12	
Average force on project for week				26	

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., 4 to 6 trucks....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	The weather was unusually hot for the entire two weeks of the oiling.		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

16-L-1

Charge to the account of _____ $ File

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

A. N. WILLIAMS — PRESIDENT
NEWCOMB CARLTON — CHAIRMAN OF THE BOARD
J. C. WILLEVER — FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

WANT A REPLY?
"Answer by WESTERN UNION" or similar phrases may be included without charge.

16-L-1

SALEM OREGON

JULY 13 1943

THIS IS YOUR AUTHORITY TO DELIVER 38 CERTIFICATE NUMBER 138 A TOTAL OF 264 TONS A C INSTEAD OF 220 TONS A C AND 44 TONS CUTBACK REVISED CERTIFICATE WILL BE MAILED LATER

R H BALDOCK

Copy to Paul Van Soay
Triangle Construction Co.,
Boise, Idaho

PUBLIC ROADS ADMINISTRATION
POST OFFICE BLDG.,
PORTLAND OREGON

CERTIFICATE NUMBER ONE THIRTY EIGHT FOR MOGAN JAMIESON SECTION SHOULD HAVE CALLED FOR 264 TONS OF ASPHALTIC CEMENT INSTEAD OF 220 TONS A C AND 44 TONS CUTBACK CONTRACTOR WILL BE DELAYED UNLESS WE RECEIVE AUTHORITY AT ONCE SO THAT MUSKY REFINING COMPANY CODE WYOMING CAN SHIP 264 TONS OF ASPHALTIC CEMENT

R H BALDOCK

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

164-C-1

June 25, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon FAP 164-C (1)
Brogan-Jamieson Section
John Day Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
JUN 26 1943
OREGON
STATE HIGHWAY COMMISSION

Wayne 1695-4

Form P. R. 2

State Oregon

Federal Aid Project No. 161-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of May, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of September, 1930, a project statement, which was approved on the 11th day of December, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 25th day of September 19 41; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of forty-four thousand, eight hundred sixty and 00/100 dollars ($ 44,860.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11370

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1929; Chap. 529, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 520+00 in the NE¼ of Sec. 24, T. 15 S., R. 4E E., W.M. and survey station 799+99.6 at the north end of PAP 16L-2(1) in the NE¼ of Sec. 9, T. 16 S., R. 3E E., W.M., length 5.302 miles, in Malheur County, being Section C(1) of Oregon Federal Aid project No. 16L, consisting of 5.302 miles of roadway and no bridges, of more than 20 feet clear span, e

16—11379 GPO

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 8(1) of said project shall not in any event exceed the sum of forty-four thousand, eight hundred sixty and 00/100 dollars ($ 44,860.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seventy-three thousand, five hundred thirty-five and 00/100 dollars ($ 73,535.00), the approved total estimated cost of Section 8(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, laws 1939.
(Include reference to statute authorizing

funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11879

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JUN - 9 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____
Chairman, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission
(Title of officer)

By _____
Member, State Highway Commission.
(Title of officer)

By _____
(Title of officer)

By _____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Federal Aid Agency as Project No. 16L-C(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 73,535.00 as the total estimated cost of said project, and the sum of $ 44,860.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and JUN - 9 1943

FEDERAL WORKS ADMINISTRATOR,

By W. M. Kearny
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

164-C-1

June 11, 1943

NOTED
State Highway Engineer

Oregon State Highway Commission
Salem,
Oregon

Attention of Mr. N. M. Finkbiner

Dear Sir:

Thanks for your letter of June 8 on samples and affidavits for asphaltic materials.

You were correct in assuming that the Idaho Refining Company would be the supplier for materials on the Brogan-Jamieson project, but it has been necessary for us to notify the Triangle Construction Company that we would be unable to supply their requirements of 150-200 Penetration Asphalt. This was necessary due to previously committed business which left us without a tank in which to make this material. Several of our blending and storage tanks are leased to the Army Engineers as well as the Navy. This, in conjunction with jobs underway in the Pocatello area, has us in a rather embarrassing position on this project.

I informed Richard Farnsworth, of the Triangle Construction Company, that we did have 200-300 Penetration Asphalt, which of course is nothing more or less than SC-6, available for the job, if this material was authorized by you. This 200-300 happens to be one of the materials being used on the Pocatello Airbase, therefore, it is available for immediate shipment should you find it possible to use this type of material.

I am very sorry that we have been unable to supply your requirements in the above project, for it has always been my desire to supply some of the needs of the Oregon Highway Department.

Yours very truly,

IDAHO REFINING COMPANY

G. L. Farnsworth

G. L. Farnsworth
Manager Asphalt Department

GLF/er

c. c. to Mr. R. H. Baldock

RECEIVED
JUN 14 1943
STATE HIGHWAY COMMISSION

101-C-1

May 4, 1943.

Application No. 138.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
P. O. Box 3900,
Portland, Ore.

Gentlemen:

Please find enclosed four copies of Form B-1, Application for Certificate of Necessity of Use of Bituminous Road Material required on the Brogan-Jamieson Section of the John Day Highway, Project No. FA-164 C (1) in Malheur County, Oregon.

This project was awarded in October, 1941, and was constructed with the exception of oiling during the winter of 1941 and the Spring of 1942. Due to the emergency in the construction of airports, access roads, cantonments, etc., during the summer of 1942, equipment was not available to complete this project last year.

The present surface of pit run gravel keyed with screened gravel was designed for a base under an oiled mat wearing surface and is not suitable for traffic without the oil mat wearing surface. At present the surface is rutted and rough and cannot be properly maintained by blading. The surfacing is injurious to tires and impedes traffic. A large part of the surfacing will be lost unless an oil mat wearing surface is applied as a portion of the surfacing has already been kicked off and lost in the ditches.

This application No. 138 superseded application No. 3 which was submitted October 9, 1942. Application No. 3 was not approved as the contractor was unable to perform the work last year.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

H

164-C-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 19, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Reference is made to your letter of April 8, 1943 requesting reconsideration of the deferment of Oregon FAP 164-C(1), the Brogan-Jamieson Section of the John Day Highway.

We are today advised that the revocation order on this project has not been issued and you may proceed with the construction.

Very truly yours,

W. H. LYNCH
District Engineer

NOTED
State Highway Engineer

Copies sent to Mr. Probst

April 8, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of February 26, stating that our request for reconsideration of the revocation order, covering Oregon Project PAP 164-C (1), Brogan-Jamieson Project, had been taken up with the War Production Board.

As work on this project should be commenced within the next 30 or 40 days, we would appreciate an endeavor on your part to hasten action on this matter.

Very truly yours,

R. H. Baldock
State Highway Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 26, 1943.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to your letter of January 21st requesting a reconsideration of the revocation order covering Oregon Project FAP 164-C(1), Brogan-Jamieson Section.

This matter has been taken up with the War Production Board by our Washington Office with the request that the revocation order be reconsidered and you will be advised as soon as a decision has been reached.

Very truly yours,

W. H. LYNCH
District Engineer

REFERRED TO
By Chief Engineer

RECEIVED
JUL 27 1943
STATE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

164-C-1

May 19, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon FAP 164-C (1), Brogan-Jamieson Section of the John Day Highway.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED
JAN 5 - 1943
FOR FILING

164-C-1

January 4, 1943

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the Brogan-Jamieson Section, Project No. FA 164-C (1).

The plans sent to you previously indicated an encroachment on the Union Pacific Company's right of way by the highway between approximate stations 520+00 and 536+50. Subsequent developments, however, have resulted in the purchase of the property from the railroad company and we are sending five blueprint copies of plan sheet number three, which has been revised to show that the encroachment no longer exists.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

June 2, 1942

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Received
JUN 3 - 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed agreement estimate for Oregon Federal Aid Project 164-C (1), Brogan-Jamieson Section of the John Day Highway, received with your letter of February 23, 1942.

We are still holding this estimate without action pending receipt of customary copies of railroad easement as requested in our letter of March 2, 1942.

Very truly yours,

W. H. LYNCH
District Engineer

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 2, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed agreement estimate for Oregon Federal Aid Project 164-C (1), the Brogan-Jamieson Section of the John Day Highway, received with your letter of February 23, 1942.

Action on this estimate is being withheld pending receipt of customary copies of easement for encroachment on railroad right of way at Brogan.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 3 1942
FOR FILING

164-C-1

June 2nd, 1942

Triangle Construction Company
Box 2617
Boise, Idaho

Gentlemen:

I note from the weekly reports that there is some uncertainty concerning the time when you can oil the Sunnyslope-Nampa Section.

I wish to urge that you make every effort to get this job oiled immediately since it will cause a great deal of extra work to get the surfacing again in shape if it is allowed to wash during the early summer. Also, if the work be delayed until summer, I am afraid the delivery of oil will become quite serious; therefore, I feel that it is highly important that the work be started immediately.

Will you kindly advise what progress you are making in regard to getting this job oiled.

Very truly yours,

R. H. BALDOCK
CHIEF ENGINEER

E

cc to: E. G. Smith

RECEIVED
MAY 28 1942
FOR FILING

164-C-1

February 21, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Brogan-Jamieson Section, Project No. FAP 164-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. 164-C (1)

KROGAN-LAMEBOW SECTION OF THE JOHN DAY HIGHWAY IN MALHEUR COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 14, 1942

All Required		Clearing and Grubbing		$ 500.00
850	cu. yds.	Trench Excavation, Unclassified	$ 1.50	1,275.00
72,000	cu. yds.	General Excavation, Unclassified	.23	16,560.00
56,000	yd. sts.	Overhaul	.01	560.00
27,000	yd. mi.	Truck Haul	.10	2,700.00
3,000	lin. ft.	Rounding Cutbanks	.10	300.00
5.30	miles	Finishing Roadbed and Slopes	100.00	530.00
150	lin. ft.	12" Corr. Metal Pipe	1.60	240.00
330	lin. ft.	18" Corr. Metal Pipe	3.00	990.00
330	lin. ft.	24" Corr. Metal Pipe	4.00	1,320.00
80	lin. ft.	36" Corr. Metal Pipe	7.00	560.00
70	lin. ft.	18" Corr. Metal Siphon Pipe	3.50	245.00
60	lin. ft.	24" Corr. Metal Siphon Pipe	4.50	270.00
20	lin. ft.	18" Concrete Pipe	4.00	80.00
80	lin. ft.	15" Concrete Siphon Pipe	3.00	240.00
20	lin. ft.	24" Concrete Siphon Pipe	5.00	100.00
500	lin. ft.	Salvaging Culvert Pipe	1.00	500.00
20	cu. yds.	Concrete End Basins	35.00	700.00
102	cu. yds.	Class "A" Concrete in Box Culverts	35.00	3,570.00
26	cu. yds.	Class "A" Concrete in Dam and Spillway	35.00	910.00
17,000	lbs.	Metal Reinforcement	.10	1,700.00
17,000	cu. yds.	Selected Roadbed Topping	.30	5,100.00
30,000	yd. mi.	Hauling Roadbed Topping	.12	3,600.00
7,700	tons	2" - 0" Screened Gravel in Base	.75	5,775.00
900	tons	1½" - 0" Screened Gravel in Shoulders	.75	675.00
600	M-gals.	Sprinkling	1.00	600.00
5.30	miles	Preparation of Base	100.00	530.00
4,100	tons	Furnishing and Placing Aggregates	2.00	8,200.00
220	tons	Furnishing and Placing 151-200 Asphalt	30.00	6,600.00
64	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	1,920.00
		Subtotal		$66,850.00
		10% Engr. & Cont.		6,685.00
		Total		$73,535.00

Length	5.302 miles	
Cost per mile	$ 13,869.29	
Federal Aid Funds		$ 44,860.00
State Funds		28,675.00
		$ 73,535.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

RECEIVED
DEC - 5 1941
FOR FILING

164-C-1

December 4th, 1941

Triangle Construction Co.
Box 2617
Boise, Idaho

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2536 which was awarded to you on October 30th, 1941, by the State Highway Commission covering 6.5 Mi. of grading, surfacing and oiling on the Bruggan-Jamieson Section of the John Day Highway. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

NOTED
D. [illegible] DeSart

RECEIVED
DEC - 5 1941
FOR FILING

164-C-1

December 4th, 1941

General Casualty Company of American
C. H. Cleaver, Resident Agent
Board of Trade Building
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2554 which was awarded to Triangle Construction Co. by the State Highway Commission on October 24th, 1941, covering grading, surfacing and oiling on the Prospect-Jamieson Section of the John Day Highway.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

bh

NOTED
D. F. DeSart

RECEIVED
NOV 25 1941
FOR FILING

R

164-C-1

November 24, 1941

Triangle Construction Company
Box 2617
Boise, Idaho

Gentlemen:

The bond on your contract No. 253A for grading and surfacing the Brogan-Jamieson Section of the John Day Highway has not yet been properly executed.

We are enclosing a copy of our letter of November 7 to the resident agent on your bond, from whom we have not yet received an answer.

Will you please follow up this matter and see that your bond is properly executed. The four copies of the contract are still in our possession.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

BD/mm

NOTED
U.S. Dept.

November 7, 1941

General Casualty Company of America
Board of Trade Building
Portland, Oregon

Gentlemen: Attention C. M. Cleaver

We received four copies of Triangle Construction Company's contract No. 2534 which you expressed to us yesterday; however, we find that Mr. George A. Atkinson, who executed the bond as Attorney in Fact, does not have his Power of Attorney filed with the Oregon State Insurance Commissioner.

Will you please inform us whether Mr. Atkinson wishes to file with the Oregon State Insurance Commissioner, or if we should return the copies to your office for execution by someone having Power of Attorney on file with the Insurance Commissioner.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DCD:MS

NOTED
D. C. DeSart

RECEIVED
NOV 7 - 1941
STATE HIGHWAY COMMISSION

H. K. DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

HOME OFFICES – SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
501 BOARD OF TRADE BUILDING

PORTLAND, OREGON

November 6, 1941

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We are expressing you today four copies of fully executed contract for Triangle Construction Company in connection with their Contract #2534.

Will you please acknowledge receipt.

Very truly yours,

C. H. CLEAVER

CHC:js

Received 11-7-41
W. H. W.

RECEIVED
OCT 28 1941
FOR FILING

164-C-1

October 27, 1941

Triangle Construction Company
Box 2617
Boise, Idaho

Gentlemen:

We are sending you today, by express, four copies of contract No. 2534 which was awarded to you on October 24, 1941, by the State Highway Commission covering 5.3 miles grading, surfacing and oiling on the Brogan-Jamieson Section of the John Day Highway, in Malheur County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D.C. DeSart

RECEIVED
APR 15 1942
FOR FILING
164-C-1

AGENDA
NOV 6 1941
3f

October 24, 1941

Triangle Construction Co.
Box 2617
Boise, Idaho

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for grading, surfacing and oiling the Brogan-Juniper Section of the John Day Highway, in Malheur County. This award was based on your low bid of $69,600.00, submitted on October 16, 1941.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

RS

cc - S. M. Probert
G. S. Penner

Sec requested

NOTED
D. C. DeSart

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON, OCTOBER 24, 1941

TRIANGLE CONSTRUCTION CO
BOX 2617
BOISE, IDAHO

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR GRADING, SURFACING AND OILING THE BROGAN-JAMIESON SECTION OF JOHN DAY HIGHWAY IN MALHEUR COUNTY BASED ON YOUR LOW BID SUBMITTED ON OCTOBER 16, 1941. CONTRACT FORMS FOLLOW SHORTLY.

M. B. GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

files

Motor, cancel wire and letter

notify Newmoon

Brazos-Jamison project

awarded to Triangle Gen C-

on Oct 24, 41

Memo copied into ans letter

notify Memo room

RECEIVED
OCT 25 1941
FOR FILING

164-C-1

STANDARD TIME INDICATED

RECEIVED AT [illegible] TELEGRAPH OFFICE
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Form 16

Postal Telegraph

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE, IT'S DESIGNATING SERVICE SELECTED (1031) IN THE COMPANY'S TARIFFS ON FILE IN EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

RXR27 26/23 GOVT DL=NX PORTLAND ORE 24 1156A

1941 OCT 24 PM 12 05

R H BALDOCK=

:STATE HIGHWAY ENGINEER SALEM ORE=

:THIS IS OUR CONCURRENCE IN AWARD TODAY OREGON FEDERAL AID PROJECT 164-C(1) BROGAN JAMIESON TO TRIANGLE CONSTRUCTION COMPANY ON BASIS LOW BID $69600=

:LYNCH.

RECEIVED
OCT 25 1941
FOR FILING

164-C(1) $69600.

TO TRIANGLE CONSTRUCTION COMPANY TODAY STOP ALL RIGHTS OF WAY ACQUIRED

R. H. BALDOCK

RECEIVED
OCT 25 1941
FOR FILING

Charge to the account of

$

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
OCTOBER 24, 1941

W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

REQUEST YOUR CONCURRENCE IN AWARD CONTRACT BROGAN-JAMIESON PROJECT

TO TRIANGLE CONSTRUCTION COMPANY TODAY STOP ALL RIGHTS OF WAY ACQUIRED

R. H. BALDOCK

RECEIVED
OCT 25 1941
FOR FILING

W. J. SMITH

RECEIVED
FEB 13 1942
FOR FILING

11-C-1

E. H. SMITH

TRIANGLE CONSTRUCTION COMPANY
GENERAL CONTRACTORS
BOISE, IDAHO

) October 22, 1941

Mr. R. H. Baldock
Oregon State Highway Engineer
Salem, Oregon

ATTENTION: Mr. H. G. Smith

Dear Sir:

We understand that the award of the Brogan-Jamieson highway job in Malheur County, on which we were low bidders is being held up until you have completed an agreement with the railroad company adjacent to Brogan.

Since the equipment that we had anticipated placing on this work is now available, and delivery of reinforcing steel is slowed up on account of priorities, we are willing to proceed with the work where the right-of-way has been procured. We will not work on any portion of the project for which you have not completed negotiations until so ordered by you.

Thanking you kindly for an early reply

Sincerely yours

TRIANGLE CONSTRUCTION COMPANY

By E H Smith
Partner

EHS:EPS

RECEIVED
OCT 24 1941
ENGINEER

RECEIVED
OCT 20 1941
FOR FILING

164-C-1

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

October 1, 1941

RECEIVED
OCT 3 - 1941
POST OFFICE BUILDING
PORTLAND, OREGON

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon Federal Aid Project No. 164-C (1), the Brogan-Jamieson Section of the John Day Highway.

The specifications provide that suitable excavation material is to be used as gravel topping. It is requested that test reports covering this material be submitted for our approval before it is used.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Copy to H. S. Smith
Oct. 6, 1941

Smith says he will ask field engineer to submit samples

Sub

RECEIVED
MAY 28 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE
MONTANA
OREGON
WASHINGTON
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 26 1941
STATE HIGHWAY COMMISSION

September 25, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project FAP 164-C (1), the Brogan - Jamieson Section of the John Day Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award of contract will be withheld until all rights of way have been obtained.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
MAY 2 [illegible] 1942
FOR FILING

September 25, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of bid sheets numbers 3 and 4 for the Brogan-Jamieson Section, Project No. FAP 164-C (1).

These sheets have been revised by the addition of bid items numbers 31 to 34, inclusive, covering the furnishing of crushed gravel in stockpiles.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

September 19, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

Herewith are enclosed seven copies of estimate, three copies of right of way statement, and three copies of form PR 46, for the Bregon-Jamieson Section, Project No. FA 164-C (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. E. Probert
Office Engineer

Dicta by J. W. Hamb/ER

Encls.

Oregon State Highway Department — Federal Aid Project No. 164-C (1)

BROGAN-JAMIESON SECTION OF THE JOHN DAY HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 19, 1941

All Required		Clearing and Grubbing		$ 1,500.00
850	cu. yds.	Trench Excavation, Unclassified	$ 1.50	1,275.00
72,000	cu. yds.	General Excavation, Unclassified	.22	15,840.00
56,000	yd. sta.	Overhaul	.01	560.00
27,000	yd. mi.	Trunk Haul	.12	3,240.00
3,000	lin. ft.	Rounding Outbanks	.10	300.00
5.30	miles	Finishing Roadbed and Slopes	250.00	1,325.00
150	lin. ft.	12" Corr. Metal Pipe	1.50	225.00
330	lin. ft.	18" Corr. Metal Pipe	2.50	825.00
330	lin. ft.	24" Corr. Metal Pipe	4.00	1,320.00
80	lin. ft.	36" Corr. Metal Pipe	7.00	560.00
70	lin. ft.	18" Corr. Metal Siphon Pipe	3.00	210.00
60	lin. ft.	24" Corr. Metal Siphon Pipe	4.50	270.00
20	lin. ft.	18" Concrete Pipe	2.50	50.00
80	lin. ft.	15" Concrete Siphon Pipe	2.50	200.00
20	lin. ft.	24" Concrete Siphon Pipe	4.50	90.00
500	lin. ft.	Salvaging Culvert Pipe	1.00	500.00
20	cu. yds.	Concrete End Basins	30.00	600.00
102	cu. yds.	Class "A" Concrete in Box Culverts	30.00	3,060.00
26	cu. yds.	Class "A" Concrete in Dam and Spillway	30.00	780.00
17,000	lbs.	Metal Reinforcement	.06	1,020.00
17,000	cu. yds.	Selected Roadbed Topping	.30	5,100.00
30,000	yd. mi.	Hauling Roadbed Topping	.12	3,600.00
7,700	tons	2" - 0" Screened Gravel in Base	.90	6,930.00
900	tons	1½" - 0" Screened Gravel in Shoulders	1.00	900.00
600	M-gals.	Sprinkling	1.50	900.00
5.30	miles	Preparation of Base	100.00	530.00
4,100	tons	Furnishing and Placing Aggregates	2.50	10,250.00
220	tons	Furnishing and Placing 151-200 Asphalt	30.00	6,600.00
64	tons	Furnishing and Placing RC-3 or Emulsified Asphalt	30.00	1,920.00
		Subtotal		$ 70,480.00
		10% Engr. & Cont.		7,048.00
		Total		$ 77,528.00

Roadway (Oregon-Jerimore)

FEDERAL POWER AGENCY
PUBLIC ROADS ADMINISTRATION

Length 5.302 miles
Cost per mile $ 14,622.40

Sheet 1 of 1 Sheets

Federal Aid Funds	$ 70,000.00
State Funds	7,528.00
Estimate of Materials Required for Roadway (To Accompany P.R. 3 b.)	$ 77,528.00

Starting Date (Est.) Nov. 1, 1941 Oregon

Completion Date (Est.) June 30, 1942 Project No. FAP 5q-C (1)

Estimated Total Cost [illegible] Length 5.302

Code	Material	Unit	Quantity
1	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	22,300
7	[illegible]	[illegible]	17,300
8	[illegible]	[illegible]	[illegible]
9	[illegible]	[illegible]	[illegible]

PR 46
Roadway (Oregon-Jamieson)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Nov. 1, 1941 State Oregon

Completion Date (Est.) June 30, 1942 Project No. FAP 164-C (1)

Estimated Total Cost Roadway $ 70,480.00 Length: Miles 3.302

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	250	6	Metal culvert pipe	Lb.	22,500
2	Aggregates	Cy.	68,000	7	Reinforcing steel	Lb.	17,300
3	Bituminous mat.	Gal.	16	8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

BROGAN-JAMIESON SECTION

PROJECT NO. FA 164-C(1)

While negotiations for right of way are in progress, nine parcels have not been secured, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within twenty-one days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

September 19, 1941

19-4205 Drews Valley Rock Production
Klamath Falls-Lakeview Highway 1941
#2535

RECEIVED
SEP 21 1942
FOR FILING

19-4705

September 22, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Sorner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that Rogers Construction Company's contract, No. 2535, was completed on July 1, 1942, and was accepted by the State Highway Commission on August 27, 1942.

Very truly yours,

AM

Secretary

RECEIVED
JUL 28 1942
FOR FILING

19-42-15

July 27, 1942

United Pacific Insurance Co.
Jo Stroyan
Board of Trade Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2535 for work on the Drews Valley Section of the Klamath Falls-Lakeview Highway, in Lake County, has been completed by the contractor, Rogers Construction Company, and that final settlement will be made on or after August 6, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $14,888.19, including final payment, of which $203.01, is for force account work. This contract was completed on July 1, 1942, and has not yet been accepted by the Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

MS

Secretary

NOTED
D.G. DeSart

RECEIVED
JUL 21 1942
FOR FILING

19-4215

July 21, 1942

United Pacific Insurance Company
Je Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemens

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company, on contract No. 2535 covering work on the Drews Valley Section of the Klamath Falls-Lakeview Highway, in Lake County. This payment, in the amount of $9,687.22, will be made on or after July 31, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

Form E-1—SM—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 11, 19 42

Section Drews Valley

Kind of work Rock Production

Highway Klamath Falls-Lakeview

Section prefix 19-4205

Contractor Rogers Construction Co.

Contract number 2535

Date of contract Nov. 17, 19 41

Date of completion June 30, 1942

Date work started April 10, 19 42

Estimated date of completion July 1, 19 42

Amount of contract . . . . . $ 13842

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 14800

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 729, 5.3 %

Date project was completed July 1, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed on July 1.

Semi-final estimate completed on July 11.

Final Report.

A.Y. WEBBER

RECEIVED
JUL 13 1942
OREGON STATE HIGHWAY ENGINEER

NOTED
E. M. BOOTH

Signed John T. Burch

Address Bly, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			12.89		
Miles partially completed			12.89		
Miles completed			12.89		
Total estimated quantities			7100.		
Estimated quantities moved or placed to date			7360.		
Average daily quantities			326.		
Average daily quantities necessary to complete project on time					
Number shifts per day			—		
Hours per shift			—		
Average force on project for week			—		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
DEC 29 1941
FOR FILING

19-4205

December 29, 1941

United Pacific Insurance Company
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2535, which was awarded to Rogers Construction Co., on November 17, 1941, for the furnishing of crushed rock in stockpiles on the Drews Valley Section of the Klamath Falls-Lakeview Highway, in Lake County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

KR

Secretary

NOTED
D DeSart

RECEIVED
DEC 29 1941
FOR FILING

R

19-4205

December 27, 1941

Rogers Construction Company
Dayton, Washington

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2535, for furnishing 7,100 cu. yds. of crushed rock in stockpiles for the Drews Valley Section of the Klamath Falls-Lakeview Highway, in Lake County, which was awarded to you November 17, 1941.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION
By

KR

Secretary

NOTED
D DeSart

RECEIVED
NOV 21 1941
FOR FILING

19-4205

R

November 19, 1941

Rogers Construction Company
Box C 4
Dayton, Washington

Gentlemen:

We are sending you today, by express, four copies of contract No. 2535 which was awarded to you on November 17, 1941, by the State Highway Commission covering the Drews Valley Rock Production Project on the Klamath Falls-Lakeview Highway, in Lake County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

POSTED

RECEIVED
NOV 21 1941
FOR FILING

19-420J

November 19, 1941

Rogers Construction Company
Dayton, Washington

Gentlemen:

The State Highway Commission on November 17, 1941, awarded you the contract for the Drews Valley Rock Production Project on the Klamath Falls-Lakeview Highway, in Lake County. This award was based on your low bid of $13,842, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
O. S. Peterson

26-1153 Corbett Section
Columbia River Highway 1941

#2536

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE H. CHEESMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

H.B. glaisyer

26-11S-3
2536

June 18, 1943

Colonial Construction Company,
West [illegible] First Avenue,
Spokane, Washington.

United Pacific Insurance Company,
Board of Trade Building,
Portland, Oregon.

NOTED
H. B. GLAISYER

Gentlemen:

On or about May 6, 1942, the Highway Commission received a claim by Clyde V. McMenagle of Box 253, Corbett, Oregon, asking that reimbursement be made for damages done to the home of Mr. and Mrs. McMenagle as a result of the use of explosives by the Colonial Construction Company in connection with its contract with the State Highway Commission.

Upon receipt of that notice I wrote Mr. McMenagle acknowledging receipt of the claim and attach hereto a copy of that letter.

It appears now that the job has been completed and I am advised now that Mr. McMenagle passed away on April 30, 1943, and Mrs. McMenagle, the widow, has brought to our attention again the claim for damages. The amount of the claim as filed is $300 and I have had the property inspected by one of our appraisers and in his report to me he states it is his opinion that the amount of $300 is a very moderate amount in view of the evidences of damage which he found when he inspected the property.

I am not acting as Mrs. McMenagle's attorney and only doing in this instance what I have done in many others, calling this claim to your attention with the request that it receive the attention it merits.

I shall appreciate hearing from you at an early date.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.
cc Mrs. Clyde V. McMenagle
C. S. McCullough
H. B. Glaisyer

REFERRED TO
Mr. Ayer
BY SECRETARY
Please return card
See me 6/23

VACATED
MERLE R. CHESSMAN, MEMBER
KLAMATH FALLS
ARTHUR W. SCHAUPP, MEMBER
PORTLAND
T. H. BANFIELD, CHAIRMAN
PENDLETON
COMMISSIONERS

T. H. BANFIELD, CHAIRMAN
PENDLETON
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. S. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

May 9, 1943

Mr. Clyde V. McMonagle,
Box 253,
Corbett, Oregon.

Dear Sir:

Your letter addressed to the Highway Commission under date of May sixth in which you complain about damage to your residence caused by explosives used in connection with some highway work has been handed to me for reply.

The State's contractor is under bond to make good damage to adjoining property caused by the contractor's operations and if you have a claim for damages I would suggest that you file it with the State Highway Commission.

You are not required to settle with the surety company for less than your damages, and, of course, on the other hand you are not entitled to be put in more favorable condition with respect to your property than you were before.

I would suggest that unless the damage already done renders your property uninhabitable that you defer repairs until the highway work is completed or at least until all of the shooting is done, and then all of the damage can be appraised and disposed of at one time.

Yours very truly,

J. M. DEVERS

JMD:PW

FILING

26-1153

UNITED PACIFIC
Insurance Company

EXCHANGE BUILDING

SEATTLE, WASHINGTON

PORTLAND OFFICE
627 BOARD OF TRADE BUILDING
PORTLAND, OREGON

June 8, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: MCO-512 - Colonial Construction Co.
Claimants: McMonagle, Kincaid, Reid

This will acknowledge your letter of June 2, 1942, regarding the claim of Clyde V. McMonagle for damage to his property as a result of blasting.

We wish to advise you that we have had the above property checked by a plasterer, and upon further investigation we found that Mr. McMonagle had also previously collected on this same damage from another blasting operation, and apparently from the information we have to date the only damage suffered by Mr. McMonagle was very minor and would not exceed $50.00.

We have a little further investigation to do on this loss, and when our investigation in completed we will again call on Mr. McMonagle.

Yours very truly,

E. V. Cowderoy
Claim Department

EVC/gh
cc-Seattle Office

REFERRED TO
BY SECRETARY

NOTED
D. G. DeSart

RECEIVED

AUTOMOBILE---FIDELITY & SURETY---BURGLARY & THEFT
LIABILITY & PROPERTY DAMAGE---PLATE GLASS---GROUP DISABILITY

RECEIVED
JUN 3 1942
FOR FILING

16-1153

June 2, 1942

United Pacific Insurance Co.
Jo Stroyan
Board of Trade Building
Portland, Oregon

Gentlemen:

We have been advised by Clyde V. McDonagle that he has a bill in the amount of $300.00 against Colonial Construction Company, as principal, and United Pacific Insurance Company, as surety, on contract No. 2536 for grading the Corbett Section of the Columbia River Highway for damage done to his property by an excessive blast, on February 10, 1942.

This claim is being brought to your attention inasmuch as you appear as surety on the bond furnished by the Colonial Construction Company.

Very truly yours,

Secretary

DOD:RS
cc - Colonial Construction Co.
W. 326 First Ave.
Spokane, Wash.

NOTED
D. G. DeSart

...IONERS
...Y F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
...RESPONDENCE

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

June 1, 1942

2536

IN REPLY PLEASE
REFER TO FILE NO.

To: ...

Mr. Glyde V. McMonagle,
Box 253,
Corbett, Oregon.

...

Dear Sir:

I acknowledge your letter of the twenty-seventh which contains a statement of damages which you say your property sustained in connection with the operations of the Colonial Construction Company near Corbett. I have requested the Highway Department to notify the Colonial Construction Company and its surety of this claim and request that proper consideration be given to the claim before final settlement is made on the job. ...

The Highway Commission may not be in a position to compel settlement. All it can do is use its good offices, but if the claim is disputed by the Colonial Construction Company and its surety you may be forced to resort to some other procedure to accomplish a settlement of the claim.

Yours very truly,

J. M. DEVERS

JMD:PW

cc: H. B. Glaisyer

damage claim
H 300 os

REFERRED TO
...
BY SECRETARY

FORM E-30 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 1, 1942

Subject:

To: Mr. C. B. McCullough,

Office.

Dear Mr. McCullough:

The State has a contract with the Colonial Construction Company for work on the Columbia River Highway near Corbett. I am told that the job has been completed and is being qualified for final settlement.

At least two claims have been filed with the State by property owners who claim that their property has been damaged in connection with the contractor's work. I am attaching a letter I received today from one of the claimant's, Mr. McMonagle, and I also attach my office copy of the reply. This matter should be brought to the attention of the contractor and his surety before final payment is made.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

C
O
P
Y

Corbett, Ore. May 27, 1942

Colonial Construction Company
W. 326 First Avenue
Spokane, Wash.

CLYDE V. McMONAGLE

Box 253, Corbett, Oregon

To apply on damage done to property by excessive blast at Corbett, Oregon on February 10, 1942 $300.00

C
O
P
Y

Corbett, Oregon, May 27, 1942

Mr. J. M. Devers, Chief Counsel
State Highway Commission
Salem, Oregon

Dear Sir:

Am in receipt of your letter of May 23d advising me the Colonial Construction Company had finished its job at Corbett.

As per my letter to you of May 6th, I had already sent my claim to the Construction Company and to the Surety Company, but am again sending it today. Also copy to the Secretary of State, and am enclosing copy to you.

This house is situated on the bank of the Columbia River. Is less than five years old. Is entirely plastered including basement ceiling.

There are Truscon Steel Casement windows throughout which insured a ridgid assembly until the blast of Feby 10th. Now, whenever a heavy train passes on the Union Pacific track, about 300 feet below, there is a shaking of the house and rattling of windows which I have been unable to stop.

The house was shaken out of alignment as pantry drawers, doors in various rooms in the house, which had been repaired since June 1941, had to be adjusted again. The doors in this house are all of heavy two inch hardwood and had never given us any trouble till after the heavy blasts.

The floors are all of oak with sub floors and heavy building paper, particular care being given while laying the floors to have them level. They are now uneven in several rooms causing considerable annoyance.

In June 1941 the offer of adjustment made by the Surety Co was $339. This I accepted and repaired the chimney and other necessary things, having been advised by the architect, under whom the house was built, to delay making complete repairs as there might be other excessive blasts.

This blast, of February 10th, shook the house much longer and with greater force. I do not believe that the general structural damage can ever be fully repaired.

The living room, halls, vestibule, four bedrooms, two bath rooms and pantry will have to have the plaster repaired and entire rooms redecorated.

Another bedroom is so bad we don't know yet what can be done.

In one bathroom and kitchen we will have to have complete new plaster jobs, new enamel, etc., with the attending inconvenience which is very serious with an invalid in the family.

There is a crack in the West wall of the basement which was opened more by the February blast.

We live twenty one miles from Portland and have always had to pay workmen more than we did in the city. The house was redecorated in 1941, having just been completed in June before the Goulter blast was set off. With the increased cost of labor and materials, the great amount to be done, my modest claim will not begin to cover the expense.

The first time the inspector came for the Surety Company he said the River Highway was a defense road and property owners should be willing to make sacrifices for it.

The second time he stated he had consulted the lawyers of the Surety Company and while we had no legal claim the Surety Company and the Construction Company wanted us to be satisfied and offered $50.

I am sorry, Mr. Devers, my letter is so long, but I have no further way to get the facts before you.

Very truly yours,

(Sgd.) Clyde V. McMonagle

Enc

Clyde V. McMonagle
Box 253
Corbett, Oregon

C
O
P
Y

Corbett, Ore. May 27, 1942

Colonial Construction Company
W. 326 First Avenue
Spokane, Wash.

CLYDE V. McMONAGLE

Box 253, Corbett, Oregon

To apply on damage done to property by excessive blast at
Corbett, Oregon on February 10, 1942 $300.00

C
O
P
Y

Corbett, Oregon, May 27, 1942

Mr. J. M. Devers, Chief Counsel
State Highway Commission
Salem, Oregon

Dear Sir;

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As per my letter to you of May 6th, I had already sent my claim to the Construction Company and to the Surety Company, but am again sending it today. Also copy to the Secretary of State, and am enclosing copy to you.

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There is a crack in the West wall of the basement which was opened more by the February blast.

We live twenty one miles from Portland and have always had to pay workmen more than we did in the city. The house was redecorated in 1941, having just been completed in June before the Goulter blast was set off. With the increased cost of labor and materials, the great amount to be done, my modest claim will not begin to cover the expense,

The first time the inspector came for the Surety Company he said the River Highway was a defense road and property owners should be willing to make sacrifices for it.

The second time he stated he had consulted the lawyers of the Surety Company and while we had no legal claim the Surety Company and the Construction Company wanted us to be satisfied and offered $50.

I am sorry, Mr. Devers, my letter is so long, but I have no further way to get the facts before you.

Very truly yours,

(Sgd.) Clyde V. McMonagle

Enc

Clyde V. McMonagle
Box 253
Corbett, Oregon

RECEIVED
SEP
26-1153
2536

September 17, 1942

Shell Oil Company
1220 S. W. Harrison
Portland, Oregon

Attention: Frank J. Hurner, Division Credit Mgr.

Gentlemen:

In reply to your inquiry of September 15, 1942, we advise that contract No. 2536, awarded to Colonial Construction Company, was completed on May 21 and was accepted by the State Highway Commission on June 4, 1942.

Very truly yours,

AM

Secretary

RECEIVED
JUL 22 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

July 21, 1942

21-115
2536

Subject: Request for release of warrants on final estimates.

To: Mr. H. E. Glaisyer
O-f-f-i-c-e

Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1. 9881	2536	8-final	Colonial Constr. Co.	2,415.96	226546	
2.						
3.						
4.						
5.						
6.						
7.						
8.						
9.						
10.						
11.						
12.						

ok
WJB

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

NOTED
D. G. DeSart

RECEIVED
JUN 26 1942
FOR FILING

26-1153
2536

June 25, 1942

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2536 for work on the Corbett Section of the Columbia River Highway, in Multnomah County, has been completed by the contractor, Colonial Construction Company, and that final settlement will be made on or after July 6, 1942.

There is a claim filed against this project, of which you have been previously notified, in the amount of $300.00.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $80,531.98, including final payment, and that no force account work was performed therein. This contract was completed on May 21, 1942, and accepted by the Commission June 4, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

26-1153
2536

R H BALDOCK

FINAL COST ANALYSIS

Corbett Section — Grading — Columbia River Highway

Contract 2536 — Colonial Construction Co., Contractors — Prefix 26-1153

Carl Peterson, Resident Engineer

RECEIVED
JUN 29 1942
FOR FILING

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
Clear & Grub	$2,750.37	All			$4500.00	$4,500.00
General Excav., Common	7,582.96	24,575.6	Cu. Yd.	$0.31	0.25	6,143.00
" " , Solid	54,159.15	118,560.9	" "	0.46	0.57	67,279.71
Short Overhaul	2,812.44	204,002.3	Yd. Sta.	0.014	0.01	2,040.02
Long "	357.70	536.7	C-Yd. Sta.	0.67	0.50	268.35
	$67,663.12					$80,531.98

Gross Revenue	$80,531.98
Total Cost	67,663.12
Net Profit	$12,868.86

Net Profit Equals 16% of Gross Revenue

NOTED
State Highway Engineer

COURTESY OF COLBY COLLEGE

Corbett Section

Detail of Cost

Labor:

Supervision	$4,354.48	
Labor	18,591.58	
State Industrial Insurance	1,583.28	
Social Security & Unemployment Insurance	917.84	
		$25,447.18

Equipment Rental & Misc. Supplies:

Equipment Rental (Includes Repairs)	$21,726.25	
Gas, Oil & Grease	4,123.94	
Explosives	6,906.05	
Drill Steel & Bits	1,026.65	
Lumber (Tool shed etc.)	168.11	
Freight	1,571.85	
Small Tools & Misc. Supplies	2,013.59	
Oxygen	62.36	
Cable	22.46	
Bond	873.40	
R.R. Bond	500.00	
Home Office & General Overhead	3,221.28	
		42,215.94

Total Cost $67,663.12

Remarks:

This was a "State Project" consisting of the excavation of 25,000 cu. yd. of overburden material from the Corbett quarry, the placing of this material in roadbed embankment and the construction of 0.57 mile of rock toe embankment, involving approximately 120,000 cu. yd. of excavation.

The contractor moved in and started work December 1st, 1941 and finished May 21st, 1942. Equipment brought in for the job consisted of one RD-8 cat and dozer, one 445 compressor with electric generator, one 1-3/4 cu. yd. Lima shovel, four 8 cu. yd. trucks, one flatbed truck and one pickup.

The contractor cleared and burned for four weeks, starting shovel on overburden January 3rd, 1942. An RD-8 cat and dozer stripped overburden from quarry, and material was then handled by shovel and trucks. The necessity of handling all material twice raised the cost considerably, and the contractor was unable to show a profit on common although good progress was made.

The coyote hole was completed and quarry shot February 10th. The quarry shot large, necessitating considerable block-holing, but good progress was made except for occasional shutdowns, which were due to ice and snow. The contractor had considerable difficulty getting enough skilled labor and was forced to work only one 8-hour shift during the latter part of the work.

Hauling costs were high due to the icy condition of the haul road during most of the operations and also because of the 700-foot deadhaul that was not a pay item. This made the freehaul approximately 1,300 feet and raised the costs of freehaul approximately 100%. The bid on haul items was a normal bid for this class of work, and it was impossible for the contractor to break even.

Good supervision and the proper kind of equipment for this particular job allowed the contractor to show a substantial profit although the job was worked during adverse weather conditions.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
JUN 19 1942
FOR FILING

26-1159
2536

June 18, 1942

United Pacific Insurance Co.
Jo Stroyan, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment on contract No. 2536, covering 0.57 mile grading on the Corbett Section of the Columbia River Highway, in Multnomah County, to the Colonial Construction Company. This payment in the amount of $5,446.52, will be made on or after June 29, 1942. The retained percentage is $2,415.96.

There is a claim filed against this project, in the amount of $300.00, of which you have been previously notified.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

I ...
D. G. DeSart

Form E-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 13, 19 42

Section Corbett — Kind of work Grading

Highway Columbia River — Section prefix 26-1153

Contractor Colonial Construction Company — Contract number 2536

Date of contract November 17, 19 41 — Date of completion May 31, 19 42

Date work started December 1, 19 41 — Estimated date of completion May 22, 19 42

Amount of contract . . . . . $87,340.00 — Per cent of time elapsed ____ %

Estimated cost of completed project, exclusive of engineering $80,531.98

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 3,625, 4.1 % — Date project was completed May 22, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the final records June 10, 1942 and gave them to Division Engineer, W. C. Williams.

NOTED
E. M. BOOTH

RECEIVED
JUN 13 1942

Signed Carl Pittman

Address Portland, Box 1644

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.57				
Miles partially completed					
Miles completed	0.57				
Total estimated quantities	24,575.6 -- Common 118,560.9 -- Solid Rock				
Estimated quantities moved or placed to date	"				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FORM S-1005 REV 9-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

RECEIVED
MAY 26 1942
FOR FILE

OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

26-1153
2536

SALEM

May 23, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Cross Referenced To
Adm
Insurance
Property Damage

Mr. William L. Dickson,
Yeon Building,
Portland, Oregon.

Dear Sir:

I am now advised that the Colonial Construction Company has completed its job at Corbett and soon will be in line for final settlement and final payment by the State. A few days ago you wrote concerning a claim which Mr. Gerald Girard has for damage alleged to have been caused by the operations of the contractor.

It is my opinion that the contractor is obligated to make good damages to private property, which damages have been caused by the contractor's operations. I am giving you this information so that you may take such steps or follow such course as you may deem best in the interests of your client.

The contractor's address is Colonial Construction Company, West 326 First Avenue, Spokane, Washington. The surety on the contractor's bond was the United Pacific Insurance Company whose Portland representative is Jo. Stroyan, Board of Trade Building, Portland, Oregon.

Yours very truly,

J. M. DEVERS

JMD:PW

cc ~~S. H. Probert~~ ✓
Glaisyer

NOTED
D. G. DeSart

FORM S-1002 1001 6-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

RECEIVED
MAY 26 1942
FOR FILING

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
M. B. GLAISYER, SECRETARY

26-1153
2536

SALEM

May 23, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Given Referenced To
Atty
Insurance
Property Damage

Mr. Clyde V. McMonagle,
Box 253,
Corbett, Oregon.

Dear Sir:

I have just been advised by the Highway Engineer that the Colonial Construction Company of Spokane, Washington, has finished its job at Corbett. Therefore, it appears to me that you are at liberty and it would be appropriate for you to now make out your claim for damage and file it with the construction company.

May I suggest that when you do so you send me a copy of the claim so that I can call it to the attention of the contractor's surety. It will be well also to file a copy of your claim with the Secretary of State.

The contractor's address is Colonial Construction Company, West 326 First Avenue, Spokane, Washington, and the surety on the contractor's bond was the United Pacific Insurance Company, whose Portland representative is Jo. Stroyan, Board of Trade Building, Portland, Oregon.

Yours very truly,

J. M. DEVERS

JMD:PW

cc ~~H. H. Probst~~ ✓
Glaisyer

NOTED
D. G. DeSart

RECEIVED
DEC 26 1941
FOR FILING

26-1153
2536

December 24, 1941

Mr. S. Murray, Resident Engineer
Union Pacific Railroad Company
Portland, Oregon

Dear Sir:

In accordance with your request of December 22, we are sending you this date, under separate cover, a copy of contract No. 2536 entered into with the Colonial Construction Company on November 17, 1941, for the construction of rock toe embankment on the Corbett Section of the Columbia River Highway in Multnomah County.

Very truly yours,

R. H. BALDOCK
Chief Engineer-

By

S. H. Probert
Office Engineer

VEO:H:GS

Form 3010
8-41-5M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

S. MURRAY,
RESIDENT ENGINEER

PORTLAND, OREGON

December
22, 1941

Mr. R. H. Baldock
Chief Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Will you please furnish me a copy of contract which we understand you have made with Colonial Construction Company, covering work on the Corbett section of Columbia River Highway, being your contract, number 2536, and dated November 17, 1941.

This is desired in connection with indemnity agreement to be executed by the contractor for our protection during performance of the work.

Yours truly,

S MURRAY

Sent copy of Signed Contract

REFERRED TO
S. H. Probert
By Asst. Chief Eng.

RECEIVED
DEC 23 1941

SHIP AND TRAVEL BY RAIL

RECEIVED
DEC - 5 1941
FOR FILING

26-1153
2536

December 4, 1941

United Pacific Insurance Company
Jo Stroyan, Resident Agent
Board of Trade Building
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2536 which was awarded to Colonial Construction Co. by the State Highway Commission on November 17th, 1941, covering grading on the Corbett Section of the Columbia River Highway.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

Mh

NOTED
D. [illegible] DeSart

RECEIVED
DEC - 5 1941
FOR FILING

26-1153
2536

December 4, 1941

Colonial Construction Co.
526 First Avenue
Spokane, Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2536 which was awarded to you on November 17th, 1941, by the State Highway Commission covering grading on the Corbett Section of the Columbia River Highway. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

bh

INDEXED
D. DeHart

RECEIVED
NOV 21 1941
FOR FILING

26-11-3
2536

November 19, 1941

Colonial Construction Company
West 326 First Avenue
Spokane, Washington

Gentlemen:

We are sending you today, by express, four copies of contract No. 2536 which was awarded to you on November 17, 1941, by the State Highway Commission covering grading on the Corbett Section of the Columbia River Highway, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

RECEIVED
NOV 21 1941

26-11S 3
2536

November 19, 1941

Colonial Construction Co.
West 326 First Ave.
Spokane, Washington

Gentlemen:

The State Highway Commission on November 17, 1941, awarded you the contract for 0.57 mile of rock toe embankment on the Corbett Section of the Columbia River Highway, in Multnomah County. This award was based on your low bid of $87,340.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

MS

By

Secretary

cc - G. S. Paxson
S. H. Probert

SN-FAP 306-C-1 Front Ave. (Ankeny St.- Washington St.) Pacific Hwy. West 1941

#2537

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

306-C-1

April 28, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 306-C (1)
Ankeny St.-Washington St. Sec.
Front Avenue

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
APR 29 1943
STATE HIGHWAY COMMISSION

Wash Jw 16674

Form P. R. 2

State Oregon

Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of March, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of October, 1940, a project statement, which was approved on the 23rd day of October, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section 6(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 28th day of October 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred six thousand, one hundred twenty and 00/100

dollars ($ 106,120.00) as the share of the United States payable under said act on account of Section 6(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

Wa 4 pw 16674

Form P. R. 2

State Oregon

Project No. [redacted]

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of March, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 9th day of October, 1940, a project statement, which was approved on the 29th day of October, 1940, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of October 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred six thousand, one hundred twenty and 00/100

dollars ($ 106,120.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State ...Chap. 173, Laws 1917; Chap. 31, Laws 1929; Chap. 289, Laws 1939...
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources .....

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between ...survey station 87+00 at S. W. Asbury Street and survey station 99+68 at S. W. Washington Street at the north end of SB-BAP 306-A(1)...

..., length ...0.236... miles, in ...Multnomah... County, being Section ...A(1)... of ...Oregon Federal Aid... project No. ...SB-BAP 306... consisting of ...0.236... miles of roadway and ...No... bridges, ...each... of more than 20 feet clear span...

...described in detail...

16—11379 GPO

QUARTERMASTER DEPT. RECEIVED APR 19 1943

FEB 16 194 DIST

RECEIVED MAR 19 1943 DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11879

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 8(1) of said project shall not in any event exceed the sum of one hundred six thousand, one hundred twenty and 00/100 dollars ($106,120.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty-one thousand, fifteen and 28/100 dollars ($131,015.28), the approved total estimated cost of Section 8(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:
(Include reference to statute authorizing

Chap. 329, Laws 1939
funds and probable amount annually available)

RECEIVED MAR 19 1943 DISTRICT 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted]

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of APR 1 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By T. H. Banfield
Chairman, State Highway Commission
(Title of officer)

By Thos. McCullough
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. D. Leary
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11970

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP-306-C(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $131,015.20 as the total estimated cost of said project, and the sum of $106,120.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and APR 1 1943

FEDERAL WORKS ADMINISTRATOR,

By W. C. Tracy
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—10129

306-C-1

April 23, 1943

Fidelity and Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2537, for work on the Front Avenue (Ankeny St.-Washington St.) Section of the Pacific Highway West, in Multnomah County, has been completed by the contractor, Edlefsen-Weygandt Company, and that final payment in the amount of $5,395.53 will be made on or after May 3, 1943.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands, incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total contract amount is $180,315.11, of which amount $390.20 represents the amount of force account items. This contract was completed on December 31, 1942, and accepted by the Commission on February 18, 1943.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

306-C-1

April 2, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 306-C (1), Ankeny Street-Washington Street Section, Front Avenue, in Portland, was made by a representative of this office on December 31, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
APR 5 - 1943
STATE HIGHWAY COMMISSION

RECEIVED
MAR 10 1943
FOR FILING

306-C-1

March 10, 1943

Milefsen-Weygandt Company
800 S. W. Front St.
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on February 16, 1943, granted you the extension of time requested, from October 31 to December 31, 1942, without penalty, in connection with contract No. 2537 for grading and paving the Front Avenue Project, between Ankeny Street and Washington Street, in the city of Portland.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

All

cc - F. DE Young

RECEIVED
MAR 8 1943
FOR FILING

206-C-1

March 6, 1943

Fidelity & Deposit Company of Maryland
Clarence D. Porter, Agent
Failing Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to Edlefsen-Weygandt Company, covering work on the Front Avenue (Ankeny Street-Washington Street) Section of the Pacific Highway West in the city of Portland, Multnomah County. This payment, in the amount of $5,940.33, will be made on or after March 16, 1943. The retained percentage is $5,409.88.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

RECEIVED

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

306-C-1

February 24, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-FAP 306-C (1), Front Avenue (Ankeny St.-Washington St.) Section of the Pacific Highway West.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield

L. J. Caufield
Sr. Highway Engineer

Encls.

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JAN 2
FOR FILING

306-C-1

January 23, 1943

Cascade Construction Company
Ft. of S. W. Abernethy Street
Portland, Oregon

Attention: Mr. H. A. Conway

Gentlemen:

Your letter addressed to Frank Young, requesting extra compensation for two additional items under your subcontract with Edlefsen-Weygandt Company for the Front Avenue project, has been referred to me for answering.

Inasmuch as you have a subcontract with Edlefsen-Weygandt Company and not a direct contract with the Oregon State Highway Commission, I believe the proper procedure would be for you to discuss these matters with the general contractor.

However, I can see no possibility for further adjustment on Item (a), since a definite agreement was signed last summer respecting the purchase of this material from the Portland city paving plant. In this agreement, the Commission waived certain specifications respecting graduation of aggregate and accepted screened gravel, in return for which the contractor agreed to place the material at his bid price.

While it is true that we agreed to reimburse you for any additional cost of asphalt if you were obliged to purchase it at more than your contract price with your supplier, nothing was said about the payment for demurrage. Contractors have demurrage on all jobs and payment of demurrage would set a precedent which I do not care to make. The reason that the State agreed to reimburse you for the additional cost of asphalt was based upon your statement that your supplier could not supply you because of delays to war contracts and we called your attention to other sources of supply which would make possible the securing of asphalt to do the work. This was an entirely different condition and the exceptional conditions were responsible for the offer of adjustment. There is nothing unusual about demurrage and we never have, up to the present time, to my knowledge, paid demurrage bills incurred by contractors.

We have been willing to pay you an increased price for the placement of asphaltic concrete on sections of streets which were added to the contract. Under a technical interpretation, it might be said that we were

entitled to a reasonable increase in quantities at the bid price, but inasmuch as these sections were on streets not shown in the contract and in view of the rise in prices between the time the bid was made and the work was done, we thought it only fair to pay you the additional price. We cannot, however, make the payment for the two additional items mentioned in this letter.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HX
cc Mr. H. G. Smith

FORM S-30 REM 7-42

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 19, 1943

SUBJECT:

To: Mr. H. G. Smith
Construction Engineer
State Highway Department
Salem, Oregon

Dear Sir:

Enclosed, herewith, copy of letter addressed to Frank Young by M. A. Conway, of the Cascade Construction Company. In this letter you will note Mr. Conway requests additional allowance for paving material purchased from the City, and reimbursement for demurrage on Cutback Asphalt, which demurrage was caused by the fact that material was being used out of season, when the exact date of the use of the road oil could not be determined.

The Cascade Construction Company have carried on the work of paving Front Avenue in a very satisfactory manner, considering the handicap under which they were working. Due to the low price on their original bid, the work has been performed at a heavy sacrifice as to costs.

I would recommend that the reimbursement requested in Mr. Conway's letter be allowed, if it may be done legally.

Very truly yours,

W. C. Williams
Division Engineer

WCW:IH
2 copies
Encl.
cc: F. T. Young

OFFICE AND PLANT
Ft. of S.W. Abernethy St.,

CASCADE CONSTRUCTION CO.

GENERAL CONTRACTORS

MODERN PAVEMENTS

PORTLAND, OREGON

January 16, 1943

Mr. Frank Young
Resident Engineer
State Highway Commission,
McLaughlin Blvd.,
City.

Dear sir,

In compiling final figures for payment due our company as sub-contractors for the improvement of the various units on Front Ave., job, we wish you to consider two items of additional cost to us for which we believe we are entitled to compensation:

(a). The purchase of 587½ tons of paving mixture from the City of Portland paving plant, during the first part of July. At this time we were in the midst of moving and reconstructing our paving plant under the orders of the U.S. Navy. The pavement supplied was placed on the West approach of the Morrison Bridge. Anticipating this need, we had secured an extention of time from the Commercial Iron Shipbuilding Company- agents for the Navy - from June 1 to June 18, with the hope of supplying the required tonnage from our plant before moving. However, the contractor on the Morrison Bridge was not ready for paving at this date, and we were forced to close down. We estimate the additional cost of purchasing bituminous mixture from the City Plant, together with the longer haul involved, cost us fifty cents per ton over and above our contract price. This would amount to $293.75 for the tonnage, placed in West approach to Morrison Bridge, as an additional expense.

(b). We feel also that we are entitled to remuneration for actual cost to us paid for demurrage on out of season use of RC-4 asphalt. This item amounts to $355.77.

OFFICE AND PLANT
FOOT OF S. W. PORTER ST.

CASCADE CONSTRUCTION CO.

GENERAL CONTRACTORS

MODERN PAVEMENTS

PORTLAND, OREGON

F.Y. #2

At a meeting held in City Commissioner Bowes' office, and attended, among others, by State Engineer Mr. Baldock, it was agreed that the State was willing to pay up to $800.00 in order to insure priority and prompt delivery of asphalt for this work. In view of the fact that we are asking nothing for this item, we feel our out-of-pocket expense for demurrage should be allowed.

Referring finally to item "a", we wish to emphasize that any and every delay and interuption in the orderly progress of placing the bituminous pavement on Front Avenue was occassioned directly by the U.S. Navys' orders, in furtherance of the war effort, - which was therefor beyond our control. Moreover, we were in no way compensated for loss of working time during our forced period of moving paving plant. In fact, our records show we did not receive enough financial assistance to cover actual construction cost.

We expect, in all fairness, that you will give these cost items full consideration, keeping in mind the fact that we followed through under trying conditions, having to accept war time costs, with pre Pearl Harbor compensation.

Respectfully submitted,

Cascade Construction Co.

By M. A. Conway

MAC/B

RECEIVED
JAN 13 19
FOR FILING

306-C-1

January 12th, 1943

Mr. H. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 5900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time on the Washington Street-Ankeny Street Section of the Front Avenue Project, Hilaform-Haycraft Company, contractors, Contract No. 2537, HI-DAP 306-C (1), from October 31st, 1942 to December 31st, 1942.

It is recommended that this contract be extended without penalty on account of the shortage of labor due to war conditions and due to the fact that the Naval Department insisted that the piling around the shipyards of the Willamette Iron and Steel Company and the Commercial Iron Works take priority over that on Front Avenue; therefore, the sub-contractors, the Concrete Construction Company, were required to suspend operations on the Front Avenue Project at several different times.

Very truly yours,

H. H. BALDOCK
CHIEF ENGINEER

H

cc to: H. C. Smith

Form E-1—5M—4-42

306-C-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 9, 19 43

Section Front Avenue - Ankeny to Washington

Highway Pacific West

Contractor Edlefsen Weygandt Co.

Date of contract Nov. 17, 19 41

Date work started Nov. 24, 19 41

Amount of contract . . . . . $ 181,871.50

Estimated cost of completed project, exclusive of engineering . . . . . $ 195,880.89

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 10,260, 91 %

Kind of work Grading & Paving

Section prefix 26-1052

Contract number 2537

Date of completion October 31, 19 42

Estimated date of completion December 31, 19 42

Per cent of time elapsed 116 %

Date project was completed December 31, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Three men working on Final estimate.

RECEIVED
JAN 11 1943

NOTED
E. M. [illegible]

Signed E.T. Young

Address Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING Bit. Pav.	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING Con. Pav.
Miles in project	0.41	0.37			0.18
Miles partially completed					
Miles completed					
Total estimated quantities	30,500	5,250			12,890
Estimated quantities moved or placed to date	13,200	5,250			12,890
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
NOV 17 1942
FOR FILING

306-C-1

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Front Avenue Section, Project No. SM-FAP 306-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project No. SN-FAP 306-C (1)

FRONT AVENUE (ANKENY ST.-WASHINGTON ST.) SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 27, 1942

Roadway (Sta. 87+00 to 99+62)

All Required		Removing Buildings and Backfilling Basements (3)		$ 13,640.00
4,700	cu. yds.	Sand Backfill in Basements	$ 1.20	5,640.00
All Required		Clearing and Grubbing		650.00
2,100	sq. yds.	Removal of Sidewalks	.40	840.00
1,100	lin. ft.	Removal of Curbs	.10	110.00
10	only	Removal of Inlets	3.00	30.00
1	only	Removal of Manholes	30.00	30.00
70	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	630.00
970	cu. yds.	Structural Excavation, Type "A", Unclassified	1.75	1,697.50
160	cu. yds.	Structural Excavation, Type "B", Unclassified	3.50	560.00
23,000	cu. yds.	General Excavation, Unclassified	.39	8,970.00
800	yd. stns.	Short Overhaul	.03	24.00
80	C-yd.stns.	Long Overhaul	.60	48.00
0.24	mile	Finishing Roadbed and Slopes	400.00	96.00
264	lin. ft.	6" Sewer Pipe	.50	132.00
2,400	lin. ft.	8" Sewer Pipe	.60	1,440.00
500	lin. ft.	10" Sewer Pipe	.75	375.00
330	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	1.50	495.00
5	only	Adjustment of Manholes	20.00	100.00
44	only	Concrete Inlets	26.00	1,144.00
7	only	Type "A" Manholes	85.00	595.00
20	lin. ft.	1" Water Pipe	.60	12.00
420	lin. ft.	2" Water Pipe	1.00	420.00
155	cu. yds.	Concrete Curbs and Special Gutter	22.00	3,410.00
4,450	sq. yds.	Concrete Walks	1.70	7,565.00
1,200	lin. ft.	Expansion Joints in Concrete Walks	.10	120.00
110	cu. yds.	Class "A" Concrete in Harbor Wall	27.00	2,970.00
All Required		Drain Gate in Place		40.00
13,000	lbs.	Metal Reinforcement in Harbor Wall	.075	975.00

2.5	M-FBM	Untreated Douglas Fir Lumber in Place	$ 80.00	$ 200.00
220	cu. yds.	Concrete Center Islands on Harbor Drive	23.00	5,060.00
36	cu. yds.	Concrete Traffic Islands	26.00	936.00
12	only	Concrete Signal Pedestals	24.00	288.00
All Required		Constructing Recesses for Traffic Control Markers (90%)		162.00
800	lin. ft.	3/4" Electrical Conduit	.65	520.00
400	lin. ft.	1" Electrical Conduit	.47	188.00
400	lin. ft.	1½" Electrical Conduit	.68	272.00
2,800	lin. ft.	1½" Electrical Conduit	.61	1,708.00
2,300	cu. yds.	3" - 0" Gravel in Base	1.15	2,645.00
3,300	cu. yds.	1½" - 0" Material in Base	2.15	7,095.00
600	cu. yds.	1" - 0" Material in Cushion Course	2.15	1,290.00
60	M-gals.	Sprinkling	2.00	120.00
13,470	sq. yds.	Portland Cement Concrete Pavement	2.00	26,940.00
1,400	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	280.00
1,400	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	154.00
7,660	lin. ft.	Contraction Joints	.03	229.80
1,100	only	Dowel Bars	.25	275.00
8,500	lbs.	Tie Bars and Reinforcement	.075	637.50
2,500	tons	Class "B" Asphaltic Concrete	5.30	13,250.00
770	tons	Class "C" Asphaltic Concrete	5.30	4,081.00
			Subtotal	$119,104.80
			10% Engr. & Cont.	11,910.48
			Total	$131,015.28

Length .238 mile
Cost per mile $ 550,484.36

Federal Aid Funds- $ 106,120.00
State Funds- 24,895.28
$ 131,015.28

1942 Federal Aid Funds $ 10,000.00 Length .022 mile
1943 Federal Aid Funds 96,120.00 Length .216 mile

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 329, Laws 1939
State Funds for Maintenance: Chap. 329, Laws 1939

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FOR FILE

306-A-1

Meeting held September 8, 1942

To discuss the state paving contract on Front Avenue.

These Present were:

Commissioner Bowen
Mr. Morrow
Mr. Haggquist
Mr. Apperson
Mr. Lynch
Mr. Younger
Mr. Gumm
Mr. Young
Mr. Smith
Mr. Baldock.

It was agreed at the meeting that the contractor would purchase from the City at $3.48 a ton city base mix, namely, 1-1/4" gravel, F.O.B. Plant, in accordance with the city standard specifications, the price to be F.O.B. contractors trucks at plant, the city base mix to be used on the Front Street project for all but the upper 3 inches of the pavement as specified, the upper 2 inches of the base mix to be the "B" mix specified in the contract, and the wiring course the "C" mix, otherwise known as the cut-back mix, as specified in the contract.

The State also agreed to reimburse the contractor for any additional price over $7.50 F.O.B. Refinery for asphalt.

State Highway Engineer
NOTED

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236-C-1

Salem
September 1, 1942

Mr. H. G. Smith:

At the Commission meeting on August 27 the status of the asphalt paving on the Front Avenue Project was discussed. It was decided that the contractor must proceed under the terms of the contract.

G. B. McCullough

JM:CA

GORDON WEYGANDT
PRESIDENT & MANAGER

UNIVERSITY 0018

FOR FILING

306-A-1

Edlefsen-Weygandt Co.

GENERAL CONTRACTING

P. O. BOX 5626
9233 N. CALVERT AVE.

PORTLAND, OREGON

RECEIVED
State Highway Engineer

August 28th 1942.

Oregon State Highway Commission,
Salem, Oregon.

Mr. R.H.Baldock, Chief Engineer.

Dear Sir:

Enclosed herewith please find letter from the Cascade Construction Company, about which we had our telephone conversation this morning.

Very truly yours,

Edlefsen-Weygandt Co.,

Gordon Weygandt

By Gordon Weygandt.

GW/VT

RECEIVED
AUG 29 1942
OREGON
STATE HIGHWAY COMMISSION

OFFICE AND PLANT
FOOT OF S. W. PORTER ST.

CASCADE CONSTRUCTION CO.

GENERAL CONTRACTORS

MODERN PAVEMENTS

PORTLAND, OREGON

August 27th-1942.

Mr. Gorden Weygandt,
#800 SW Front Avenue,
City

Dear Sir:-

Replying to your inquiry re our intentions covering the work we now have contracted for placing asphalt pavement on Front Avenue State job, may we clarify our position and acquaint you with our present plans:

First, we wish to correct a misunderstanding as to our use on this work of State supplied asphalt. We are under contract with a major oil company to supply the necessary asphalt for this work--which same contract was entered into over a year ago and carries a price protection clause. To alter this agreement would not only involve securing consent of the Oil Company, but also an assurance that substitution of State supplied asphalt would not increase the cost to our company on this work. We have taken this matter up with the Oil Company and are awaiting their reply as to policy of diverting part of this contract to a competitor.

Of course you are aware of our present situation which has caused us to lose the best part of the summer season. However, it is our intention to proceed with the work on Front Avenue at the earliest possible date--soon after Labor Day. War Defense contracts which we have been working on for the past year or more, may interrupt work for short periods and at uncertain times. But be assured, that we will honestly do our ernest best, War and Weather notwitstanding.

Very truly yours,

Cascade Construction Company.

By M A Conway.

MAC/MJL

RECEIVED
AUG 27 1942
FOR FILING

206-C-1

August 26, 1942

Ballofson-Heygandt Company
Public Market Building
600 S. W. Front Avenue
Portland, Oregon

Gentlemen:

During the early summer I was advised by our engineers that your subcontractor on the asphalt paving on Front Avenue was required to move his plant due to the enlargement of one of the shipyards. Under the circumstances, I was willing that the placing of this pavement be deferred for a reasonable length of time to accommodate this movement but the delay has been a great deal longer that I anticipated and I now understand that further complications are being advanced as a reason for not starting this work.

I was advised the other day that no asphalt could be obtained and at considerable bother I made arrangements to procure asphalt at the rate of one car per day if necessary through the state highway contracts but this offer has been rejected by your subcontractor.

Under the circumstances, I feel that the Department has been very lenient in waiting on this portion of the job, and I must now insist that the job be started immediately and prosecuted vigorously to insure its completion before the winter season.

Please advise me by return mail what arrangements you are making for starting this work and when we can expect it to be under way.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI
cc: E. O. Smith

RECEIVED
NOV 17 1942
FOR FILING

Erb-C-1

February 21, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Front Avenue (Ankeny St.-Washington St.) Section, Project No. SM-PAP 306-C (1).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project No. SN-FAP 306-C (1)

FRONT AVENUE (AINSWORTH ST.-WASHINGTON ST.) SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 16, 1948

Roadway (Sta. 87+00 to 99+62)

All Required		Removing Buildings and Backfilling Basements (35%)		
4,700	cu. yds.	Sand Backfill in Basements	$ 1.20	$ 13,650.00
All Required		Clearing and Grubbing		5,640.00
2,100	sq. yds.	Removal of Sidewalks	.40	840.00
1,100	lin. ft.	Removal of Curbs	.10	110.00
10	only	Removal of Inlets	5.00	50.00
1	only	Removal of Manholes	30.00	30.00
1,170	cu. yds.	Removal of Miscellaneous Concrete and Masonry Structures	9.00	630.00
970	cu. yds.	Structural Excavation, Type "A", Unclassified	1.75	1,697.50
160	cu. yds.	Structural Excavation, Type "B", Unclassified	3.50	560.00
23,000	cu. yds.	General Excavation, Unclassified	.39	8,970.00
800	yd. stas.	Short Overhaul	.03	24.00
80	C-yd.stas.	Long Overhaul	.60	48.00
0.24	mile	Finishing Roadbed and Slopes	400.00	96.00
264	lin. ft.	6" Sewer Pipe	.50	132.00
2,400	lin. ft.	8" Sewer Pipe	.60	1,440.00
500	lin. ft.	10" Sewer Pipe	.75	375.00
330	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	1.50	495.00
5	only	Adjustment of Manholes	20.00	100.00
44	only	Concrete Inlets	26.00	1,144.00
7	only	Type "A" Manholes	85.00	595.00
20	lin. ft.	1½" Water Pipe	.60	12.00
420	lin. ft.	2" Water Pipe	1.00	420.00
155	cu. yds.	Concrete Curbs and Special Gutter	22.00	3,410.00
4,450	sq. yds.	Concrete Walks	1.70	7,565.00
1,800	lin. ft.	Expansion Joints in Concrete Walks	.10	120.00
110	cu. yds.	Class "A" Concrete in Harbor Wall	27.00	2,970.00
All Required		Drain Gate in Place		40.00

13,000	lbs.	Metal Reinforcement in Harbor Wall	$ .075	$ 975.00
2.5	M-FBM	Untreated Douglas Fir Lumber in Place	80.00	200.00
220	cu. yds.	Concrete Center Islands on Harbor Drive	23.00	5,060.00
36	cu. yds.	Concrete Traffic Islands	26.00	936.00
12	only	Concrete Signal Pedestals	24.00	288.00
All Required		Constructing Recesses for Traffic Control Markers (90%)		162.00
800	lin. ft.	3/4" Electrical Conduit	.65	520.00
400	lin. ft.	1" Electrical Conduit	.47	188.00
400	lin. ft.	1¼" Electrical Conduit	.68	272.00
2,800	lin. ft.	1½" Electrical Conduit	.61	1,708.00
2,300	cu. yds.	3" - 0" Gravel in Base	1.15	2,645.00
3,300	cu. yds.	1½" - 0" Material in Base	2.15	7,095.00
600	cu. yds.	½" - 0" Material in Cushion Course	2.15	1,290.00
60	M-gals.	Sprinkling	2.00	120.00
13,470	sq. yds.	Portland Cement Concrete Pavement	2.00	26,940.00
1,400	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	280.00
1,400	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.11	154.00
7,660	lin. ft.	Contraction Joints	.03	229.80
1,100	only	Dowel Bars	.25	275.00
8,500	lbs.	Tie Bars and Reinforcement	.075	637.50
2,500	tons	Class "B" Asphaltic Concrete	5.30	13,250.00
770	tons	Class "C" Asphaltic Concrete	5.30	4,081.00
			Subtotal	$119,104.80
			10% Engr. & Cont.	11,910.48
			Total	$131,015.28

Length .238 mile
Cost per mile $ 550,484.36

Federal Aid Funds- - - -

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DEC 29 1941
FOR FILING

306-C-1

R

December 27, 1941

Edlefsen-Waygandt Company
Public Market Building
300 S. W. Front Ave.,
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2527, awarded to you on November 17, 1941, for the grading and paving of Front Avenue (Ainsworth St.-Washington St.) Section of the Pacific Highway West, in Multnomah County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION
By

KR

Secretary

NOTED
D. DeSart

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FOR FILING

306-C-1

November 21, 1941

Edlefsen-Weygandt Company
9233 North Calvert Avenue
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2537 which was awarded to you on November 17, 1941, by the State Highway Commission covering grading and paving on the Front Avenue (Ankeny Street-Washington Street) Section of the Pacific Highway West, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM Secretary

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NOV 21 1941

306-C-1

A-2137

November 19, 1941

Edlefsen-Feygarde Company
9233 N. Calvert Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on November 17, 1941, awarded you the contract for the Front Avenue (Amhesy St.-Washington St.) Section of the Pacific Highway West, Multnomah County, being 0.24 mile grading and paving. This award was based on your low bid of $181,871.30, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
G. S. Paxson

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 17, 1941

306-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon SN-FAP 306-C (1), Front Avenue (Ankeny St.-Washington St.) Section of the Pacific Highway West, to Edlefsen-Weygandt Co., who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

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NOV 17 1942
FOR FILING

MONTANA
OREGON
WASHINGTON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

November 10, 1941

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 12 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon SN-FAP 306-C (1), the Front Avenue (Ankeny St.-Washington St.) Section of the Pacific Highway West.

The estimate includes an item of Foundation and Ducts for Lighting System (85%), which is not considered eligible for Federal participation. This work is similar to that proposed on Section A (1), and reference is made to our letter of September 2, 1941, advising that Federal funds should not participate in this work. This work was also mentioned in Mr. Probert's letter of November 5, 1941.

Attention is also called to the Clearing and Grubbing item of the estimate. It appears that this item should also be pro rated between the participating and non-participating portions of the contract. This may be done when submitting the agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
NOV 17 1942
FOR FILING

November 5, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of a letter sent to prospective bidders for the Front Avenue (Ankeny St.-Washington St.) Section, Project No. SH-FAP 306-C (1), which letter advises that in connection with the work called for by the specifications and plans for "Foundations and Ducts for Future Lighting System," it will be permissible for the contractor to use a larger size than the 1½" fibre duct specified, if the contractor so wishes, but no additional payment will be made for the larger size.

We are also sending, under separate cover, five copies of revised quantity summary sheet, as requested in your letter of October 28, 1941, showing the correct segregation of quantities for the participating and nonparticipating portions of the work.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. [illegible]

FRONT AVENUE (ASHBY ST.-WASHINGTON ST.) SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 27, 1941

Roadway (Sta. 87+00 to 99+62)

All Required	sq. yds.	Removing Buildings and Backfilling Basements (90%)		$ 45,000.00
3,700	cu. yds.	Sand Backfill in Basements	$ 1.50	5,550.00
All Required	sq. yds.	Clearing and Grubbing		1,000.00
4,350	sq. yds.	Removal of Pavement	.40	1,740.00
3,000	sq. yds.	Removal of Sidewalks	.30	900.00
1,900	lin. ft.	Removal of Curbs	.10	190.00
25	only	Removal of Inlets	8.00	200.00
1	only	Removal of Manholes	10.00	10.00
90	cu. yds.	Removal of Miscellaneous Concrete		
1	lin. ft.	Old Masonry Structures	9.00	810.00
110	lin. ft.	Removal of Car Track	1.00	110.00
1,130	cu. yds.	Structural Excavation, Type "A", Unclassified	1.50	1,695.00
200	cu. yds.	Structural Excavation, Type "B", Unclassified	2.50	500.00
1,100	cu. yds.	Sewer Excavation (Incl. Haul), Unclassified	.40	440.00
27,000	cu. yds.	General Excavation, Unclassified	.30	$ 8,100.00
1,000	yd. stas.	Short Overhaul	.02	20.00
100	C-yd.stas.	Long Overhaul	.30	30.00
0.24	mile	Finishing Roadbed and Slopes	500.00	120.00
290	lin. ft.	6" Sewer Pipe	.50	145.00
3,100	lin. ft.	8" Sewer Pipe	.60	1,860.00
600	lin. ft.	10" Sewer Pipe	.70	420.00
600	lin. ft.	Extra for Installing Pipe Under Pavement, Walks and Curbs	1.00	600.00
9	only	Adjustment of Manholes	20.00	180.00
60	only	Concrete Inlets	20.00	1,200.00
10	only	Type "A" Manholes	70.00	700.00
20	lin. ft.	1½" Water Pipe	.40	8.00
420	lin. ft.	2½" Water Pipe	.75	315.00

194	cu. yds.	Concrete Curbs and Special Gutter	$ 20.00	$ 3,880.00
5,200	sq. yds.	Concrete Walks	1.50	7,800.00
1,370	lin. ft.	Expansion Joints in Concrete Walks	.10	137.00
110	cu. yds.	Class "A" Concrete in Harbor Wall	25.00	2,750.00
All Required		Drain Gate in Place		30.00
13,000	lbs.	Metal Reinforcement in Harbor Wall	.07	910.00
2.5	M-FBM	Untreated Douglas Fir Lumber in Place	60.00	150.00
All Required		Foundation and Ducts for Lighting System		7,000.00
220	cu. yds.	Concrete Center Islands on Harbor Drive	20.00	4,400.00
120	cu. yds.	Concrete Traffic Islands	20.00	2,400.00
16	only	Concrete Signal Pedestals	20.00	320.00
All Required		Constructing Recesses for Traffic Control Markers		200.00
1,100	lin. ft.	3/4" Electrical Conduit	.35	385.00
400	lin. ft.	1" Electrical Conduit	.40	160.00
400	lin. ft.	1½" Electrical Conduit	.45	180.00
4,000	lin. ft.	1½" Electrical Conduit	.50	2,000.00
3,500	cu. yds.	3" - 0" Gravel in Base	1.00	3,500.00
4,000	cu. yds.	1½" - 0" Material in Base	2.20	8,800.00
600	cu. yds.	½" - 0" Material in Cushion Course	2.20	1,320.00
100	M-gals.	Sprinkling	2.00	200.00
13,470	sq. yds.	Portland Cement Concrete Pavement	1.80	24,246.00
1,400	lin. ft.	3/4" x 7" Expansion Joints in Pavement	.20	280.00
1,400	lin. ft.	3/4" x 4" Expansion Joints in Pavement	.10	140.00
7,660	lin. ft.	Contraction Joints	.03	229.80
1,100	only	Dowel Bars	.30	330.00
8,500	lbs.	Tie Bars and Reinforcement	.06	510.00
3,900	tons	Class "B" Asphaltic Concrete	5.00	19,500.00
1,250	tons	Class "C" Asphaltic Concrete	5.00	6,250.00
			Subtotal	$169,920.80
			10% Engr. & Cont.	16,952.08
			Total	$186,472.88

Length .738 mile
Cost per mile $ 782,499.49

Federal Aid Funds- - - -

PR 46

Rdwy. (Front Ave.)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Dec. 1, 1941 State Oregon

Completion Date (Est.) Oct. 31, 1942 Project No. [illegible] FAP 306 C (1)

Estimated Total Cost Rdwy. $ 186,470.38 Length: Miles .038

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	9,500	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	20,000	7	Reinforcing steel	Lb.	25,000
3	Bituminous mat.	Gal.	7,500	8	Structural steel	Lb.	
4	Lumber	M.	100	10	Explosives	Lb.	
5	Timber piling	Lft.					

FRONT AVENUE (ANKENY ST.-WASHINGTON ST.) SECTION

PROJECT NO. SN-FAP 306-C (1)

While negotiations for right of way are in progress, two parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within fourteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

October 27, 1941

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 28, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. SN-FAP 306-C (1), the Front Avenue (Ankeny St.-Washington St.) Section of the Pacific Highway West, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld until the right of way is all secured.

Revised prints of summary sheet No. 2 should be submitted to show the corrected segregation of quantities between the participating and non-participating portions of the project.

Sent 10/30/41

Very truly yours,

W. H. LYNCH
District Engineer

27-4206 Willamina Rock Production Project
State Hwys. near Willamina 1941

#2538

RECEIVED
FEB 8 1943
FOR FILING

27-J206

February 20, 1943

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: H. G. Rowland, Survey Road Dept.

Gentlemen:

This is to advise you that the State Highway Commission has today forwarded a warrant covering final payment to the Independence Sand & Gravel Company for the Willamina Rock Production Project, in Polk, Tillamook and Yamhill Counties, being state highway contract No. 2538.

The total amount earned on this contract was $38,752.57 and no force account work was performed in connection therewith.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AH Secretary

HANSEN & ROWLAND INC. OF ALASKA

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

27-42-6

October 6,1942

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: BOND NO.50383 -INDEPENDENCE SAND & GRAVEL CO.--furnishing crushed material in stock-pile, Willamina Rock Production project

We have your advice to the effect that the contract in caption was completed on July 31,1942 and accepted October 1,1942, for which we thank you.

So that we may close our files and make the proper adjustment of premium, if an adjustment is in order, will you be kind enough to advise us the total amount earned by the contractor, in accordance with the final estimate.

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents

HM/bf

By V. B. McLellan
Surety Bond Dept.

(carbon copy of reply to files 2/19/43)
re final paymt.

RECEIVED
OCT - 7 1942
OR
STATE HIGHWAY COMMISSION

FORM E-20 2000 9-41

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FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Feb. 18, 1943

27-4:16

To: Mr. H. B. Glaisyer
O-f-f-i-c-e

Subject: Request for release of warrants on final estimates.

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	1653	2538	8-Final	Independence Sand & Gravel Co	627/39	236789	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted ? Yes. Ok to release
am

NOTED
A. L. MONSON

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

RECEIVED
DEC 14 1942
FOR FILING

27-4206

December 14, 1942

Maryland Casualty Company
Hanson & Rowland, Inc. of Oregon
405 Title & Trust Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2538 for the Willamina Rock Production Project on the Salmon River, Three Rivers, and Dallas-Coast Highways, in Polk, Tillamook and Lincoln Counties, has been completed by the contractor, Independence Sand & Gravel Company, and that final settlement, in the amount of $627.39, will be made on or after December 24, 1942.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $18,752.57 and that no force account work was performed therein. This contract was completed on July 31 and was accepted by the Commission on October 1, 1942.

Very truly yours,

Secretary

RECEIVED
OCT 1 1942
FOR

27-4206

October 15, 1942

Independence Sand & Gravel Company
Independence, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 1, 1942, granted you the extension of time requested, from May 31 to July 31, 1942, without penalty, in connection with contract No. 2536 for the Willamina Rock Production Project on state highways near Willamina in Polk, Tillamook and Yamhill Counties.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - F. D. Ransom

RECEIVED
NOV 27 1942
FOR FILING

21-406

October 7, 1942

Maryland Casualty Company
Hansen & Rowland, Inc. of Oregon
405 Title & Trust Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Independence Sand & Gravel Company, on contract No. 2538, covering the Willamina Rock Production Project, on three state highways, in Polk, Tillamook and Yamhill Counties. This payment, in the amount of $604.01, will be made on or after October 17, 1942. The retained percentage is $750.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
SEP 21 1942
FOR FILING

27-4206

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that the Independents Sand & Gravel Company's contract, No. 2538, was completed on July 31, 1942, but has not as yet been accepted by the State Highway Commission. The company has been paid the sum of $17,521.17.

Very truly yours,

AH

Secretary

H.G. Smith

Form E-1—SM—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 21, 19 42

Section Willamina Rock Production Project

Kind of work Rock Production

Highway Salmon R., Three Riv.,& Dallas - Coast

Section prefix 27-4206

Contractor Independence Sand & Gravel Co.

Contract number 2538

Date of contract Nov. 17, 19 42

Date of completion May 31, 19 42

Date work started Jan. 18, 19 42

Estimated date of completion May 31, 19 42

Amount of contract . . . . . $ 18,170.00

Per cent of time elapsed 63.5 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 18,170.00

Per cent of contract completed, based on total contract price . . . . . 20.2 %

Engineering cost to date, $ 192.88, .01 %

Date project was completed 7-31-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

No.1. Estimate of March 15, showed stockpiles at site E. Three Rivers Hwy. to contain the following: 3/4" = 418.2 c.y. 1/2" = 268.8 c.y. 1/4" = 184.2 c.y.

Also Material in stockplies uncompleted are as follows:

Willamina	1/4"	46 c.y.
Valley Junction	1/4"	72 c.y.
Buell	1/4"	130 c.y.
	1/2"	130 c.y.
	3/4"	293 c.y.

NOTED
DAY WEEK

RECEIVED
MAR 24 1942

RECEIVED
MAR 24 1942
OFFICE
DIVISION ENGINEER
DIVISION NO. 2

Signed [signature]

Address McMinnville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 15	Cloudy		
Monday 16	Rain A.M. Cloudy P.M.		
Tuesday 17	Cloudy		
Wednesday 18	"		
Thursday 19	Fair		
Friday 20	Fair		
Saturday 21	"		

STATE PRINTING DEPT.

RECEIVED
DEC 29 1941
FOR FILING

27-4206

R

December 27, 1941

Independence Sand & Gravel Co.,
Independence, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2538 for the furnishing of 7,900 cu. yds. of crushed materials in stockpiles for the Willamina Rock Production Project on the Salmon River, Three Rivers and Dallas-Coast Highways, in Polk, Tillamook and Yamhill Counties, which was awarded to you November 17, 1941.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

KR Secretary

NOTED
D DeSart

RECEIVED
DEC 29 1941
FOR FILING

27-42nG

R

December 27, 1941

Maryland Casualty Company
Hansen & Rowland, Inc. of Oregon
406 Title & Trust Building
Portland, Oregon

Gentlemen:

We are sending to you today by express fully executed copies of each of the following contracts which have been awarded to the Independence Sand & Gravel Company:

Contract No. 2538 - Furnishing 7,900 cu. yds. crushed materials in stockpiles for the Willamina Rock Production Project on the Salmon River, Three Rivers and Dallas-Coast Highways in Polk, Tillamook and Yamhill Counties, awarded November 17, 1941.

Contract No. 2539 - Furnishing 6,500 cu. yds. crushed material in stockpiles for the McMinnville Rock Production Project on State Highways in Polk and Yamhill Counties, awarded November 17, 1941

Contract No. 2543 - Furnishing 7,000 cu. yds. crushed materials in stockpiles for the Richrcall Rock Production Project on State Highways in Polk County, awarded November 18, 1941.

These copies are being sent to you since you appear as surety on the bonds and are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KR

NOTED
D DeSart

RECEIVED
NOV 22 1941
FOR FILING

R

27-4206

November 21, 1941

Independence Sand & Gravel Company
Independence, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2538 which was awarded to you on November 17, 1941, by the State Highway Commission covering the Willamina Rock Production Project on state highways near Willamina, in Polk, Tillamook and Yamhill Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

mm

RECEIVED
NOV 21 1941
FOR FILING

21-4206

November 19, 1941

Independence Sand & Gravel Co.
Independence, Oregon

Gentlemen:

The State Highway Commission on November 17, 1941, awarded you the contract for the Willamina Rock Production Project on State Highways near Willamina, in Polk, Tillamook and Yamhill Counties. This award was based on your low bid of $18,170.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
G. S. Pennon

27-4207 McMinnville Rock Production Project
State Hwys. near McMinnville 1941

#2539

RECEIVED
JUL 20 19[illegible]
FOR FILING

22-4-207

July 19, 1943

Hansen & Rowland, Inc.
Puget Sound Bank Bldg.
Tacoma 1, Washington

Attention: H. G. McLellan, Surety Bond Dept.

Gentlemen:

Some time ago you requested information as to the total amount earned by the Independence Sand and Gravel Company on its contract No. 2539 with the State Highway Commission for furnishing crushed rock in stockpile, the McMinnville Rock Production Project.

According to the final estimate the total amount earned by the contractor was $17,989.69.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

KS

HANSEN & ROWLAND INC.

October 10, 1942

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: R. G. Mahallam, Survey Road Dept.

Gentlemen:

This acknowledges receipt of your letters of October 6, 1942, requesting information as to the total amount earned by the Independence Sand & Gravel Company on its contracts with the State Highway Commission, Nos. 2538, 2539 and 2543.

While these contracts have all been completed and have been accepted by the State Highway Commission, the final estimate in connection with each has not as yet been worked up and, therefore, the information you request is not available. However, I will keep your requests in mind and when such information is available I will be glad to forward it to you.

Very truly yours,

AH

Secretary

2543, information sent 12/10/42
" " 2/19/43
2538 " " 2/19/43
2539

Held for information

HANSEN & ROWLAND INC. OF ALASKA

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

H. T. HANSEN, PRES.
J. C. ROWLAND, SECY.

TACOMA, WASHINGTON

October 6,1942

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: BOND NO.50343--INDEPENDENCE SAND & GRAVEL COMPANY to State of Oregon--furnishing crushed rock in stockpile--McMinnville Rock Production project-Cont. No.2539

We have your advice to the effect that the contract in caption was completed on August 20,1942 and accepted October 1,1942, for which we thank you.

So that we may close our files and make the proper adjustment of premium, if an adjustment is in order, will you be kind enough to advise us the total amount earned by the contractor, in accordance with the final estimate.

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents

HM/bf

By V. G. McLellan
Surety Bond Dept.

RECEIVED
DEC 30 1942
FOR FILING

27-4307

December 29, 1942

Maryland Casualty Company
Hansen & Rowland, Inc. of Oregon, Agents
405 Title & Trust Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2539, for work on the McMinnville Rock Production Project on state highways in Polk and Yamhill Counties, has been completed by the contractor, Independence Sand & Gravel Company, and that final payment, in the amount of $1,011.67, will be made on or after January 8, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount of the contract is $17,989.69, and that no force account work was performed therein. This contract was completed on August 20, 1942, and accepted by the Commission on October 1, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
OCT 1 [illegible]
FOR FILING

27-4207

October 15, 1942

Independence Sand & Gravel Co.
Independence, Oregon

[redacted]

The State Highway Commission, at its meeting on October 1, 1942, granted you the extension of time requested, from May 31 to August 20, 1942, without penalty, in connection with contract No. 2539, McMinnville Rock Production Project on state highways near McMinnville in Polk and Yamhill Counties.

Very truly yours,
[redacted]

By

[redacted]

AM

cc - F. D. Eason

RECEIVED
SEP 21 1942
FOR FILING
27-4207

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Turner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that the Independence Sand and Gravel Company's contract, No. 2539, was completed on August 20, 1942, but has not as yet been accepted by the State Highway Commission. The company has been paid the sum of $11,376.25.

Very truly yours,

AM

Secretary

Form E-1—OSH—10-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 21, 19 42

Section McMinnville, Rock Production Project

Kind of work Rock Production

Highway State

Section prefix 37-4207

Contractor Independence Sand & Gravel Co.

Contract number 2539

Date of contract Nov. 17, 19 41

Date of completion , 19

Date work started March 7, 19 42

Estimated date of completion May 31, 19 42

Amount of contract . . . . . $ 12,350.00

Per cent of time elapsed 63.5 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 12,350.00

Per cent of contract completed, based on total contract price . . . . . 3 %

Engineering cost to date, $ 50.00, .004 %

Date project was completed 8-20-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Rock stockpiled on this project to March 15 th., as follows:

Site: Spalding Ranch

3/4" 72 c.y.

1/2" 40 c.y.

1/2" 70 c.y.

RAY WEBER

RECEIVED
MAR 24 1942
STATE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed

Address McMinnville, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers .....,

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
DEC 29 1941
FOR FILING

27-4207

R

December 27, 1941

Independence Sand & Gravel Company
Independence, Oregon

Gentlemen:

By express we are forwarding to you fully executed copies of each of the following contracts:

Contract No. 2543 - Furnishing 7,000 cu. yds. crushed materials in stockpiles for the Rickreall Rock Production Project on State Highways in Polk County, awarded to you November 18, 1941.

Contract No. 2539 - Furnishing 6,500 cu. yds. crushed material in stockpiles for the McMinnville Rock Production Project on State Highways in Polk and Yamhill Counties, awarded to you November 17, 1941.

These copies are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

ER

Secretary

NOTED
D DeSart

RECEIVED
NOV 22 1941
FOR FILING

27-4207

November 21, 1941

Independence Sand & Gravel Company
Independence, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2539 which was awarded to you on November 17, 1941, by the State Highway Commission covering the McMinnville Rock Production Project on state highways near McMinnville, in Polk and Yamhill Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

[redacted]

Secretary

RECEIVED
NOV 21 1941

27-4207

November 19, 1941

Independence Sand & Gravel Co.
Independence, Oregon

Gentlemen:

The State Highway Commission on November 17, 1941, awarded you the contract for the McMinnville Rock Production Project on State Highways near McMinnville. This award was based on your low bid of $12,390.00, submitted on that date.

Contract forms will be sent to you for execution with a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ks

cc - S. H. Probert
G. S. Paxson

SN-FAP 73-9 Tigard Sec., Pacific Hwy. West 1941

#2540

RECEIVED
MAR 4 19
FOR FILING

13-9

GENERAL
CASUALTY COMPANY
OF AMERICA

March 3, 1943

General Casualty Company of America
Seattle, Washington

COPY

Attention: Gordon H. Sweany, Legal Dept.

Gentlemen:

In reply to your letter of March 2, 1943, I wish to advise that, according to our records, there are claims outstanding, as follows, against Blair T. Alderman's contract No. 2524, which is for construction of frame cabins at the Santian Junction Patrol Station, Linn County:

The Miller Lumber Company	$ 3.00
The Oregon Portland Cement Company	$236.81

This contract was completed on August 25, 1942, and was accepted by the State Highway Commission on October 1, 1942. The total amount earned on this contract was $8,051.62, and the warrant covering final payment was mailed on December 23, 1942.

The only claim that has been filed, and still outstanding, against Mr. Alderman's contract No. 2540, Tigard Roadside Improvement Project in Washington County, is that of the State Unemployment Compensation Commission in the amount of $39.98. This contract was completed on April 1, 1942, and was accepted by the State Highway Commission on April 30, 1942. The total amount earned was $4,281.82, and the final warrant was mailed on January 25, 1943.

Very truly yours,

AM

Secretary

COPY

GENERAL CASUALTY COMPANY OF AMERICA

SEATTLE

March 2, 1943

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Blair T. Alderman
Our Bond 49523 - Roadside Improvement in Washington County on Pacific Highway in Tigard Section - $4,242.00
Our Bond 47771 - Construction of 2 Frame Cabins at Santiam Junction Patrol Station in Linn Co. - Contract 2524 -

We would appreciate having you check your records and advise us, in duplicate, as to whether any claims are still outstanding on either of these jobs, for labor or materials furnished, and if so, in what amount and when filed.

Your courtesy is appreciated.

Very truly yours,

Gordon H. Sweany
rj

Legal Department

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

73-9

February 24, 1943

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 73(9)
Tigard Section
Pacific Highway west

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield

L. J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
FEB 25 1943
STATE HIGHWAY COMMISSION

Wa 4/pr 16342

Form P. R. 2

State Oregon

Federal Aid Project No. ~~SN-PAP 73(9)~~

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 24th day of November, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 16th day of June, 19[illegible], a project statement, which was approved on the 15th day of August, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section [illegible] of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 29th day of October 19[illegible]; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of three thousand, eight hundred sixty and 00/100 dollars ($ 3,860.00) as the share of the United States payable under said act on account of Section [illegible] of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11879

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, laws 1917; Chap. 31, laws 1933; Chap. 509, laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 5+53.4 in the NE¼, Sec. 36, T. 1 S., R. 1 W., W.M. and survey station 109+06 in the NE¼, Sec. 2, T. 2 S., R. 1 W., W.M. Excepting therefrom portions between survey stations 59+80 and 70+90, 82+77 and 86+80, 98+51 and 99+55

, length 1.105 miles, in Washington County, being Section ... of Oregon Federal Aid project No. S-FAP 73(9), consisting of roadside improvement. 1.105 miles of

16—11379 GPO

RECEIVED * FEB 18 1943 * DISTRICT 1

RECEIVED * DEC 15 1942 * DISTRICT 1

RECEIVED * NOV 13 1942 * DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11379

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of [redacted] said project shall not in any event exceed the sum of three thousand, eight hundred sixty and 00/100 dollars ($3,860.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of four thousand, seven hundred seventy-six and 20/100 dollars ($4,776.20), the approved total estimated cost of [redacted] said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to The State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 529, Laws 1939. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

RECEIVED DEC 15 1942 DISTRICT 1
RECEIVED FEB 18 1943 DISTRICT 1
RECEIVED NOV 18 1942 DISTRICT 1

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of JAN 18 1943, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By _____

Chairman, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission
(Title of officer)

By _____

Member, State Highway Commission.
(Title of officer)

By _____

_____
(Title of officer)

By _____

_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By _____
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11370

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Project No. [illegible]-FAP 73(9) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 4,776.20 as the total estimated cost of said project, and the sum of $ 3,860.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and JAN 1[illegible] 1943

FEDERAL WORKS ADMINISTRATOR,

By W. J. Wiesenburg
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10130

FEB 16 1943 DISTRICT

RECEIVED
JAN 13 1943
FOR FILING

72-9

January 13, 1943

General Casualty Company of America
601 Board of Trade Building
Portland, Oregon

Attention: H. J. McGinnis, Branch Claims Manager

Gentlemen:

Replying to your letter of January 12, 1943, regarding claims against the Blair T. Alderman contract, No. 2540, for the construction of roadside improvement on the Tigard Section of the Pacific Highway West, in Washington County, wish to say that our records disclose that only one claim has been filed against this job, being the claim of the Oregon State Unemployment Compensation Commission in the amount of $39.98.

We have no information to the effect that this claim has been paid and according to our records it is still an outstanding claim against this job.

Very truly yours,

HBU:AM

Secretary

(letter from company contains information about final payment so filed in contract)

RECEIVED
FOR FILING

73-9

January 4, 1943

General Casualty Co. of America
Eugene Insurance Agency
410 Miner Building
Eugene, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2540 for work on the Tigard Section of the Pacific Highway West in Washington County, has been completed by the contractor, Blair T. Alderman, and that final payment, in the amount of $325.65, will be made on or after January 14, 1943, to the First National Bank of Eugene, Eugene, Oregon, to which all moneys have been assigned.

There is a claim against this project, in the amount of $39.98, of which you have been previously notified.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $4,281.82, and that no force account work was performed therein. This contract was completed on April 1, 1942, and accepted by the Commission on April 30, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
A. L. MONSON

RECEIVED
NOV 19 1942
FOR FILING

73-9

November 19, 1942

General Casualty Company of America
Eugene Insurance Agency, Agents
410 Miner Building
Eugene, Oregon

Dear Sirs:

Attached hereto is a copy of a claim, in the amount of $39.98, which has been filed in the office of the Secretary of State, by the State Unemployment Compensation Commission against the bond taken from Blair T. Alderman, in connection with state highway contract No. 2540, Willard Section of the Pacific Highway West, in Washington County.

This notice is forwarded to you inasmuch as you appear as surety on the bond furnished by Mr. Alderman and is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

bs
cc - Blair T. Alderman
2109 Alder Street
Eugene, Oregon

FILED
A. L. MORSON

November 19, 1942

Honorable Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 18, 1942, enclosing three copies of a Notice of Claim, in the amount of $39.98, filed by the State Unemployment Compensation Commission against the bond taken from Blair T. Alderman in connection with his contract with the State Highway Commission, No. 2540, for roadside improvement on the Tigard Section of the Pacific Highway West, in Washington County.

We also acknowledge receipt of three copies of a Notice of Claim, in the amount of $53.39, filed by the State Unemployment Compensation Commission against the bond taken from Blair T. Alderman in connection with his contract with the State Highway Commission, No. 2524, for construction work on the Santiam Junction Patrol Station Section of the Junction of N. and S. Santiam Highways, in Linn County.

We have noted these claims in our records of the two above mentioned jobs and are today forwarding copies thereof to the contractor and his surety.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

bs

NOTED
A. L. [illegible]

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 18, 1942

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies each of notices of claim by State Unemployment Compensation Commission for $39.98 and $53.98 against the bond taken from Blair T. Alderman, principal, and General Casualty Company of America, surety, for work on highway contracts Nos. 2524 and 2540, which were received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell

Secretary of State

S:FO
encs. 6

COPY

STATE UNEMPLOYMENT COMPENSATION COMMISSION

CLAIM

TO: Oregon State Highway Commission
Salem, Oregon

Notice hereby is given that the undersigned State Unemployment CompensationCommission of the State of Oregon has a claim for contributions and interest due the Unemployment Compensation Trust Fund on account of labor performed by workmen of Blair T. Alderman, said claim being in the sum of Thirty-Nine and 98/100 - - - - - ($39.98) Dollars, and against the bond taken from Blair T.Alderman, as principal, and the General Casualty Company of America, as surety,for the work performed on that certain construction contract entered into by the aforesaid Blair T.Alderman known as Oregon State Highway Commission, contract No 2540, calling for road-side improvement along the Tigard Section of the Pacific Highway West, in Washington County, State of Oregon.

Dated at Salem, Oregon this 17th day of November,1942.

(SEAL)

STATE UNEMPLOYMENT COMPENSATION COMMISSION

by: S.GAIGER
Secretary-Administrator

Subscribed and sworn to before me this 17th day of November,1942.

(SEAL)

M. E. HEATH
Notary Public for Oregon
My commission expires: February 6,1944

Endorsed: File No. 3076
Filed November 18,1942
EARL SNELL
Secretary of State

RECEIVED
NOV 20 1942
FOR FILING STATE UNEMPLOYMENT COMPENSATION COMMISSION

73-9

November 19, 1942

State Unemployment Compensation Commission
350 Marion Street
Salem, Oregon

Attn:

Gentlemen:

This acknowledges receipt of your letter of November 17, 1942 with copies of claims attached against Blair T. Alderman, in connection with state highway contracts #2540 and 2524.

We are today making note of your claims on the records of these contracts.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

bc

STATE UNEMPLOYMENT COMPENSATION COMMISSION

UNEMPLOYMENT COMPENSATION LAW

T. MORRIS DUNNE, CHAIRMAN
L. O. ARENS
C. M. RYNERSON
COMMISSIONERS

550 MARION STREET
SALEM, OREGON

November 17, 1942

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION AND
IN REPLY REFER TO WEH: 6601

Oregon State Highway Commission
Salem, Oregon

ATTENTION: Mr. H. B. Glaisyer, Secretary

Gentlemen:

We enclose herewith notices of claims of the State Unemployment Compensation Commission of the State of Oregon in the respective amounts of $39.98 and $53.39, said notices being for contributions and interest due on account of wages earned by workmen of Blair T. Alderman while said employer was engaged in the performance of certain contracts entered into with the Oregon State Highway Commission.

These notices are being presented pursuant to Chapter 517, Oregon Laws, 1939, and we grant that you will properly file same pursuant thereto.

Very truly yours,

CONTRIBUTIONS SECTION

D. H. Cameron
Supervisor of Contributions

ENCLOSURE

STATE UNEMPLOYMENT COMPENSATION COMMISSION

CLAIM

TO: Oregon State Highway Commission
Salem, Oregon

Notice hereby is given that the undersigned State Unemployment Compensation Commission of the State of Oregon has a claim for contributions and interest due the Unemployment Compensation Trust Fund on account of labor performed by workmen of Blair T. Alderman, said claim being in the sum of Thirty-Nine and 98/100 - - - - - - - -($39.98) Dollars, and against the bond taken from Blair T. Alderman, as principal, and the General Casualty Company of America, as surety, for the work performed on that certain construction contract entered into by the aforesaid Blair T. Alderman known as Oregon State Highway Commission, contract No. 2540, calling for roadside improvement along the Tigard Section of the Pacific Highway West, in Washington County, State of Oregon,

Dated at Salem, Oregon this 17th day of November, 1942.

STATE UNEMPLOYMENT COMPENSATION COMMISSION

By: C. Gaiser
Secretary-Administrator

Subscribed and sworn to before me this 17th day of November, 1942.

E. E. Lee
NOTARY PUBLIC FOR OREGON
My Commission expires: February 6, 1944

to STATE UNEMPLOYMENT COMPENSATION COMMISSION dr

STATEMENT

BLAIR T. ALDERMAN

Contract No. 2540

PERIOD	PAY ROLL	CONTRIBUTIONS	INTEREST
10- 1-41 to 12-31-41	$ 160.25	$ 4.33	$.19
1- 1-42 to 3-31-42	1219.00	32.91	.99
4- 1-42 to 4-4-42	56.95	1.54	.02
		$38.78	$1.20

RECEIVED
NOV 18 1942
FOR FILING
(Stencil #28)
FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 73-9

November 16, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 73 (9)
Tigard Section
Pacific Highway West

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

For

RECEIVED
NOV 17 1942
FOR FILING

72-7

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Tigard Section, Project No. SM-PAP 73 (8).

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project
No. SR-PAP 73 (9)

ROAD SECTION OF THE
PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 2nd, 1942

Roadside Improvement (Sta. 5+23.4 to 39+80)
(Sta. 70+90 to 100+05)

30	hours	Grading with Blade Grader	$ 10.00	$ 300.00
800	cu. yds.	Furnishing and Placing Topsoil	1.25	1,000.00
All Required		Furnishing and Planting Trees, Shrubs and Vines		
13	acres	Preparation for Seeding		130.00
7	acres	Seeding to Grass	30.00	210.00
6	acres	Seeding to Clover	22.00	132.00
7,000	sq. yds.	Wire Tied Mat Mulch	18.00	126.00
30	tons	Peat Moss	.15	1,050.00
2	tons	Commercial Fertilizer	6.00	180.00
			75.00	150.00
		Subtotal		$ 4,342.00
		10% Engr. & Cont.		434.20
		Total		$ 4,776.20
		Length	1.495 miles	
		Cost per mile	$ 3,194.78	

Federal Aid Funds- - - -

RECEIVED
SEP 14 1942
FOR FILING

73-9

September 11, 1942

General Casualty Company of American
Walter H. Ransom, Agent
410 Miner Building
Eugene, Oregon

Gentlemen:

This acknowledges receipt of your letter of September 10, 1942, advising that Mr. Blair T. Alderman is making application for an extension of time on contract No. 2540 and giving your consent to such extension.

According to our records, it is not necessary for Mr. Alderman to request an extension of time in connection with this contract inasmuch as it was completed on April 1, 1942, and the specified date of completion was not until June 15, 1942. For your further information this contract was accepted by the Commission on April 30, 1942.

Very truly yours,

AM

Secretary

cc - Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

...LEY R. STEVENSON — WALTER M. RANSOM

EUGENE INSURANCE AGENCY

Representing GENERAL AMERICA COMPANIES Insurance

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

TELEPHONE: 198
410 MINER BUILDING
EUGENE, OREGON

September 10, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Blair T. Alderman
Contract No. 2540

Dear Mr. Glaisyer:

We understand that Mr. Alderman is making application for extension of time on the above captioned contract and this is to advise you that this extension of time is satisfactory to the Bonding Company.

Yours very truly,

GENERAL CASUALTY COMPANY OF AMERICA

By Walter M. Ransom
Walter M. Ransom, attorney-in-fact

WMR:GN

cc to Oregon Service Office
Portland, Oregon

RECEIVED
SEP 11 1942
STATE HIGHWAY COMMISSION

R. H. Baldock

73-9

May 26th, 1942

Pacific Highway
Contract 2540

Semi-Final Cost Analysis
Tigard Section-Roadside Improvement
Blair T. Alderman, Contractor
H. C. Broadwell, Resident Engineer

Tigard Section
Prefix 34-1115

RECEIVED
JUN 1 1942
FOR FILING

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Grading with Blade Grader	$177.44	18.5 Hours	$9.59	$10.00	$185.00
Furnishing & Placing Topsoil	926.73	902.5 Cu. Yd.	1.03	1.25	1,128.13
Furnish & Plant Trees, Shrubs & Vines	652.31	All		750.00	750.00
Preparation for Seeding	445.64	11.58 Acres	38.48	50.00	579.00
Seeding to Grass	187.12	6.33 "	29.56	22.00	139.26
Seeding to Subterranean Clover	102.55	5.25 "	19.53	18.00	94.50
Wire Tied Mat Mulch	774.28	6,769.5 Sq. Yd.	0.11	0.15	1,015.43
Peat Moss	168.62	30 Bales	5.62	6.00	180.00
Commercial Fertilizer	131.83	2 Tons	65.92	75.00	150.00
PA #1, Planting and Staking Trees	42.92	37 Each	1.16	1.50	55.50
PA #1, Planting Trees	4.60	5 "	0.92	1.00	5.00
	$3,614.04				$4,281.82

Gross Revenue	$4,281.82
Total Cost	3,614.04
Net Profit	$667.78

Net Profit Equals 15.6% of Gross Revenue

RECEIVED

Tigard Section

Detail of Cost

Labor:

Supervision	$312.00	
Labor	1,624.72	
State Industrial Accident Insurance	116.20	
Unemployment Insurance & Social Security	77.47	
		$2,130.39

Materials:

Hay - 12.5 Tons, various prices from $4.00 to $10.00 per ton	$90.02	
Shrubs - All	261.19	
Grass Seed - 70 Lbs. at $1.40	97.10	
Clover Seed - 49 Lbs. at $0.60	35.40	
Fertilizer - 2 Tons at $42.00	84.00	
Peat Moss - 30 Bales at $2.50	75.00	
Wire - All	29.20	
Lumber - All	41.08	
		712.99

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$80.00	
Rented Equipment	134.49	
Rented Equipment for Moving Topsoil	350.00	
Gas, Oil & Grease	18.50	
Small Tools & Misc. Supplies	59.21	
Bond	42.82	
Home Office & General Overhead	85.64	
		770.66

T o t a l $3,614.04

RECEIVED
NOV 17 1942
FOR FILING

MONTANA
OREGON
WASHINGTON 73-9

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

April 29, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 73 (9), Tigard Section of the Pacific Highway West, was made by a representative of this office on April 22, 1942.

No action toward preparation of an agreement for this project has been taken as yet. We are still waiting for copies of a revised estimate to replace the one we returned to you at your request on March 13. We also have failed to receive the customary copies of the contract under which the work was done. These should be furnished prior to sending us the final voucher, prompt submission of which will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
APR 30 1942
STATE HIGHWAY COMMISSION

RECEIVED
APR 20 1942
FOR FILING

13-9

April 17, 1942

General Casualty Co. of America
Eugene Insurance Agency
410 Miner Bldg.
Eugene, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Blair T. Alderman, assigned to First National Bank of Eugene, on contract No. 2540, covering roadside improvement on the Tigard Section of the Pacific Highway West, in Washington County. This payment, in the amount of $866.41, will be made on or after April 27, 1942. The retained percentage is $325.65.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

NOTED
D. G. DeSart

Form E-1—SH—8-41

73-9

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 4, 1942

Section Tigard

Highway Pacific, West

Contractor Blair T. Alderman

Date of contract November 17, 1941

Date work started December 24, 1941

Amount of contract $4,342.00

Estimated cost of completed project, exclusive of engineering $4,281.82

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $660.00, 253 %

Kind of work Roadside Improvement

Section prefix 34-1115

Contract number 2540

Date of completion June 15, 1942

Estimated date of completion April 1, 1942

Per cent of time elapsed 66 %

Date project was completed April 1, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed this Project Wedensday April 1, 1942.

Mr. Williams and I inspected project Wedensday P. M.

The Semi-final estimate turned over to Mr. Williams, April 3rd.

RECEIVED
APR 6 - 1942

NOTED
E. M. BOOTH

Signed W. D. Burchett

Address 9200 SE. McLaughlin Blv'd, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date	800 Cy				
Average daily quantities	902.5 Cy				
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	4				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					1	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	Cloudy		
Wednesday	Clear		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
FEB 27 1942
FOR FILING

73-9

February 3, 1942

The First National Bank of Eugene
Eugene, Oregon

Attention: Walter H. Banks, Vice President

Gentlemen:

We acknowledge receipt of your letter of February 2, transmitting assignment of claim, in triplicate, from Blair T. Alderman to First National Bank of Eugene of all moneys due or to become due him from the State of Oregon in connection with contract No. 2540 for roadside improvement near Tigard, in Washington County, Oregon.

We will be pleased to honor this assignment just as soon as we receive word from the surety consenting thereto without prejudice to the bond.

Very truly yours,

DD:AM

Secretary

NOTED FEB 10 '42
CARL F. SMITH

NOTED
D. DeSart

RECEIVED
FEB 13 1942
FOR FILING

72-9

February 10, 1942

Mr. Walter E. Banks
Vice President
First National Bank of Eugene
Eugene, Oregon

Dear Sir:

This is to advise you that the General Casualty Company of America has consented to an assignment to The First National Bank of Eugene of all moneys due or to become due Blair T. Alderman in connection with state highway contract No. 2540.

We have instructed our Auditing Department to make all payments in accordance therewith.

Very truly yours,

DeA:M

Secretary

NOTED
D. . DeSart

RECEIVED
DEC 12 1941
FOR FILING

72-9

R

December 5, 1941

Mr. Blair F. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

In the contract awarded to you on November 17, 1941, for the Tigard Roadside Improvement Project, you are assured that the project is eligible for a project preference rating and that the Highway Commission will take steps to obtain such a rating for the project.

Recent actions taken by the Federal Priorities Board indicates that it will be impossible to obtain a preference rating for the project. Please, therefore, do not undertake any work under the contract, or make any commitments in connection therewith, unless you are willing to relieve the Highway Commission of all responsibility in connection with the obtaining of a preference rating for the project, and to agree to perform the work called for by the contract without a preference rating.

If you are willing to go ahead with the contract on the basis above indicated, please so indicate by signing in the space provided below, and by returning to us the original copy of this letter, so signed.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Prebert
Office Engineer

SHP:ER

cc to Mr. R. E. Lynch
Mr. E. G. Smith
Mr. E. C. Williams

- - - - -

Eugene, Oregon, December___, 1941.

To the Oregon State Highway Commission:

I am willing to accept, and to prosecute to completion, the contract for the Tigard Roadside Improvement Project (Contract No. 2540), on the basis indicated in the above letter, without any expectation of receiving extra compensation or other allowance by reason thereof.

_____
Blair F. Alderman, Contractor

Executed original copy in attachment to original copy of Contract No. 2540.

RECEIVED
DEC - 5 1941
FOR FILING

R

73-9

December 4th, 1941

Mrs. Elmir T. Alderman
2100 Alder Street
Eugene, Oregon

Dear Mrs.

We are sending you today by express a fully executed copy of Contract No. 2540 which was awarded to you on November 17th, 1941, by the State Highway Commission covering roadside improvement on the Tigard Section of the Pacific Highway West. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

bk

NOTED
D

RECEIVED
NOV 22 1941
FOR FILING

73-9

November 21, 1941

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2540 which was awarded to you on November 17, 1941, by the State Highway Commission covering roadside improvement on the Pacific Highway West, in Washington County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MH Secretary

NOTED

RECEIVED
NOV 21 1941
FOR FILING

73-9

November 19, 1941

Mr. Blair T. Alderman
2109 Alder Street
Eugene, Oregon

Dear Sir:

The State Highway Commission on November 17, 1941, awarded you the contract for 1.58 miles roadside improvement on the Tigard Section of the Pacific Highway West, in Washington County. This award was based on your low bid of $4,342.00.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. H. Probert
G. S. Peterson

RECEIVED
NOV 21 1941
FOR FILING

R

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 17, 1941

13-9

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 73 (9), Tigard Section of the Pacific Highway West, to Blair T. Alderman, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Sup

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OCT 30 1941
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 28, 1941

73-9

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. SN-FAP 73 (9), the Tigard Section of the Pacific Highway West, Roadside Improvement, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Very truly yours,

W. H. LYNCH
District Engineer

FORM S-1227 JAN 1-41

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

COPY

OREGON STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

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73-9

SALEM

October 28, 1941

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

RE: Report and Analysis of the Tigard Section Roadside Improvement Project.

Dear Sir:

The Tigard section roadside improvement project is being submitted for your approval. A complete report and analysis for the project indicating the factors which influenced the type of treatment to be used for this section are set forth in the following six sections.

SECTION A

1 - Soil Type:

The soil in the immediate vicinity of this project is of a fertile alluvial type easily capable of maintaining excellent stands of grasses and growing the trees and shrubs specefied.

2 - Climatological Data:

a - Total average annual Rainfall for this area is about 35 inches.

b - Temperature:

The average mean temperature for this area was approximately 55° .

Highest approximately 100°
Lowest approximately 20°

c - Altitude

Tigard - approximately 40 feet.

3 - Plant Adaptability:

The trees, shrubs, and groundcover plants being used in this project are all hardy species, known to do well in this area.

The types of seed to be used in the seeding work were recommended by the Agronomist of the United States Department of Agriculture, Bureau of Plant Industry, stationed at Corvallis.

SECTION B

1 - General Treatment of Project:

This project, which passes through a small town of approximately 300 persons, is an attempt to blend the rural naturalistic planting into a slightly urban section. The landscape treatment is in itself a repetition of the gently curving highway that winds itself down in and through this community which in the complete picture should give to us a rural village nestled close to the powerful four lane highway leading to the metropolis city of Portland.

SECTION C

The complete list of plant materials to be used is as follows:

1 - Trees:	Size	Quantity
Acer macrophyllum (Oregon Maple)	12' - 15'	9
Acer platanoides (Norway Maple)	12' - 15'	34
Acer platanoides schwedleri (Schwedlers Maple)	12' - 15'	5
Populus nigra italica (Lombardy Poplar)	12' - 15'	79
Robinia pseudoacacia (Black Locust)	12' - 15'	2
Total Trees.....		129

2 - Shrubs:	Size	Quantity
Azalea kaempferi (Torch Azalea)	18" - 24"	9
Azalea mollis (Chinese Azalea)	18" - 24"	5
Mahonia nervosa (Dwarf Oregon Grape)	9" - 12"	20
Mahonia acquifolium (Oregon Grape)	24" - 30"	98
Philadelphus coronarius (Mockorange)	3' - 4'	13
Spiraea prunifolia (Bridal Wreath)	2' - 3'	5
Spiraea thubbergi (Thunberg Spirea)	2' - 3'	7
Spiraea vanhouttei (Vanhoutte Spirea)	2' - 3'	15
Total Shrubs		172

3 - Vines and Groundcovers:		
Cytisus scoparius prostrata (Borsch's Prostrate Broom)	18' - 24"	40
Lonicera japonica halliana (Halls Honeysuckle)	2 year#1	120
Total Vines and Groundcovers.....		160

4 - Grass:

	Per cent of Purity	Per cent of Germination
Creeping Red Fescue (Festuca rubra repens)	95	85
Tall Fescue (Festuca elatior)	98	88
Common Oregon Rye Grass (Lolium multiflorum)	98	90
Subterranean Clover (Trifolium subterraneo)	96	90

SECTION D

Water:

Water required for the growing of the trees and shrubs is to be supplied by regular state highway forces with available tank trucks.

SECTION E

Relation of Project to the Six Basic requirements of the United States Public Roads Administration in Roadside Improvement.

1 - Landscape Grading (flattening, rounding, transition of slopes, etc., And Foreign Borrow To Avoid Side Borrow.

This contract includes blading and sloping work throughout the entire project in an effort to present pleasant appearing, streamlined and smooth flowing cross-sections.

2 - Obliteration of Old Roads and Abandoned Highway Structures, Resoiling, Borrow Pits, Etc.

This project includes no removal of old abandoned pavement inasmuch as the present construction project now being completed for this section included this work.

3 - Topsoiling, Improvement of Existing Soils and Soils Preparation Measures Necessary for Seeding and Planting:

Topsoiling is included in this contract for areas lacking sufficient existing topsoil and in addition, liberal amounts of peat moss and commercial fertilizer are specified to be incorporated in the soils along the entire project.

4 - Planting of Trees and Shrubs. (If used as permitted by Local Soil, Slope and Climatic Conditions.)

This contract calls for the planting of trees and shrubs and large quantities of groundcover plants. The wide park-like areas between the old and new highways make excellent areas for planting while the groundcover plants lend themselves to the steeper cut slopes.

5 - Seeding or Planting of Grasses, Succulents or Other Groundcovers as Rendered Desirable and Possible by Existing Soil, Slope and Climatic Conditions.

This contract calls for the seeding to grass or clover of the entire right of way exclusive of the pavement surface, planting areas, sidewalks and roadways.

6 - Provision for Properly Designed Rest Areas or Scenic Turnouts.

No particular scenic views exist on this section, and turnouts are not required inasmuch as parking space is available on the shoulder areas along the entire project.

SECTION F

Photographic Log of Project

Picture Number One:

Beginning of project looking South. The embankment in the immediate right foreground is to be seeded to Subterranean Clover and a wire tied mat mulch placed theron. A t the left can be discerned the wide areas between the old abandoned highway and the new four lane highway. This area is better shown in the typical view as indicated in picture Number Two.

Picture Number Two:

This photograph is one of the wide areas between highways which is to be leveled, seeded to grass, and natural plantations of trees and shrubs. Site distance has been carefully studied. No work is to be done inside of the eleven feet shoulder width.

Picture Number Three:

This view is taken at the North and approach to the overcrossing showing the steep slopes which are to be top soil, as required, and seeded to Subterranean Clover. The flat area to the left is to be leveled and seeded to clover. Naturalistic clusters of Lombardy Poplar are to be strategically placed so as to screen from view the garage and old buildings in the immediate foreground.

Picture Number Four:

This view is taken from the South end of the project looking North. The triangular area just beyond the native Maple tree is to be leveled and seeded to grass. A cluster of Evergreen trees will be introduced to the area.

Respectfully submitted,

R. H. BALDOCK
CHIEF ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

GHO:AW
cc to: 5 to W. H. Lynch
1 to H. G. Smith
1 to S. H. Probert

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NOV 17 1942
FOR FILING

73-9

October 25, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate, three copies of right of way statement and three copies of Form PR 46, to accompany plans and specifications for the Tigard Section, Project No. S-PMF 73 (9).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

Federal Aid Project
No. SR-PAP 73 (9)

TIGARD SECTION OF THE
PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 25, 1941

Roadside Improvement (Sta. 5+72.4 to 29+80)
(Sta. 70+30 to 100+05)

30	hours	Grading with Blade Grader	$ 10.00	$ 300.00
800	cu. yds.	Furnishing and Placing Topsoil	1.25	1,000.00
All Required		Furnishing and Planting Trees, Shrubs and Vines		600.00
13	acres	Preparation for Seeding	20.00	260.00
7	acres	Seeding to Grass	35.00	245.00
5	acres	Seeding to Clover	30.00	150.00
7,000	sq. yds.	Wire Tied Mat Mulch	0.20	1,400.00
30	tons	Peat Moss	4.00	120.00
2	tons	Commercial Fertilizer	75.00	150.00
			Subtotal	$ 4,255.00
			10% Engr. & Cont.	425.50
			Total	$ 4,780.50

Length 1.583 miles
Cost per mile $ 3,019.89

Federal Aid Funds- $ 2,920.00
State Funds- 1,860.50

$ 4,780.50

PR 46

Roadside Improvement (Tigard Section)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Dec. 1, 1941 State Oregon

Completion Date (Est.) June 15, 1942 Project No. SM-PAP 73 (9)

Estimated Total Cost Roadside Improve. $ 4,760.50 Length: Miles 1.523

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.		6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.		7	Reinforcing steel	Lb.	
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.		10	Explosives	Lb.	
5	Timber piling	Lft.					

TIGARD SECTION

PROJECT NO. SN-FAP 73 (9)

All necessary right of way has been acquired for this project.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

October 25, 1941

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FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 23, 1941

7-9

Subject: Plant Materials Tigard
Roadway Improvement Project

To: Mr. S. H. Probert
Office Engineer
O f f i c e

Attention: Mr. J. W. Nash

Dear Sir:

In the planned list of trees and shrubs to be furnished on the Tigard Roadside Improvement Project, we are including the 42 native trees to be furnished from the State Nursery at Portland to the contractor for planting.

It is recommended that approval be obtained from the Public Roads Administration to allow us to furnish these materials on this project inasmuch as no commercial nursery carries these varieties in stock.

Unless we are allowed to furnish these trees as contemplated, the contractor would be required to supply collected stock from adjacent woods and sections to place along the roadway where the chance for survival is questionable. On the other hand, collected native trees when lined out in a nursery for a year or two, then planted along the roadside, have an excellent chance to establish themselves and our losses would be relatively small.

At the present time, commercial nurseries find it unprofitable to handle native trees and shrubs due to the fact that the general public refuses to pay the price for materials they feel could be obtained merely for the price of digging.

Until such time that our needs can be anticipated, it will be almost necessary for us to furnish some plant materials on future roadside projects if the plant losses are to be reduced to

the minimum. We have collected a considerable number of such native materials with this view in mind. It is, therefore, desirable that permission be requested for such cooperation on the part of the State to furnish materials to the contractor.

Yours very truly,

H. G. Smith
Construction Engineer

By George H. Otten
George H. Otten
Landscape Engineer

Written by
H. L. Spooner

cc to: H. G. Smith

SN-FAP 176-F-1 Illahee-Steiwer Hill 1941
Sec., Pacific Hwy. East

#2542

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

176-F-1

April 28, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAP 176-F (1)
Illahee-Steiwer Hill Section
Pacific Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

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APR 29 1943
STATE HIGHWAY COMMISSION

Jron

Wash 16673

Form P. R. 2

State Oregon

Federal Aid Project No. [redacted] 176-F(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 17th day of March, 1943

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the [redacted] day of September, 19 33 revised, a project statement, which was approved on the 5th day of October, 19 33, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section F(1) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 2nd day of October 19 43; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty thousand, nine hundred seventy and 00/100

dollars ($ 130,970.00) as the share of the United States payable under said act on account of Section F(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

16—11379

6 6 6 6

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1919; Chap. 382, Laws 1939.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 385+24 in the NE¼ of Sec. 2, T. 9 S., R. 3 W., W.M., and survey station 496+00 in the NW¼ of Sec. 35, T. 9 S., R. 3 W., W.M.

, length 2.137 miles, in Marion County, being Section F(1) of Oregon Federal Aid project No. [illegible] 175 consisting of 2.133 miles of roadway and 1 bridges, each of more than 20 feet clear span, 0.004 of a mile in length.

16—11379 GPO

RECEIVED APR 19 1943 DIVISION HEADQUARTERS
RECEIVED FEB 15 1943 DISTRICT 1
RECEIVED MAR 19 1943 D[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

16—11870

This project is located on the strategic network of highways and is subject to certain provisions of the Defense Highway Act of 1941, approved November 19, 1941 (Pub. Law No. 295 - 77th Cong.)

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section F(1) of said project shall not in any event exceed the sum of one hundred thirty thousand, nine hundred seventy and 00/100 dollars ($ 130,970.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixty-one thousand, six hundred eighty-seven and 90/100 dollars ($ 161,687.90), the approved total estimated cost of Section F(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

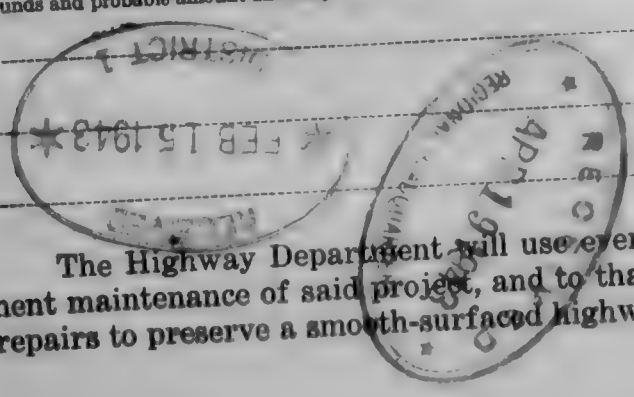
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 329, Laws 1939
(Include reference to statute authorizing funds and probable amount annually available)



The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. [redacted]

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the _____ day of APR 1 1943, 19__

[redacted]
(Official title of Highway Department)

By T. H. Beauchamp
[redacted]
(Title of officer)

By Herman McClung
[redacted]
(Title of officer)

By Herman Oliver
[redacted]
(Title of officer)

By _____
_____
(Title of officer)

By _____
_____
(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By W. W. Tracy
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 10—12379

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. Federal 114 SE-FAP 176-F(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 161,687.90 as the total estimated cost of said project, and the sum of $ 130,970.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and APR 1 1943

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10120

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

176-F-1

February 24, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office for Oregon SN-FAP 176-F (1), Illahee-Steiwer Hill Section of the Pacific Highway East.

Enclosed also is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield
L.J. Caufield
Sr. Highway Engineer

Encls.

RECEIVED

RECEIVED
JAN 22 1943
FOR FILING

176-F-1

January 22, 1943

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2542 for grading and paving the Killahee-Staiwer Hill Section of the Pacific Highway East, in Marion County, has been completed by the contractor, C. J. Montag & Sons, and that final settlement in the amount of $4,574.26 will be made on or after February 1, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $156,820.77, of which amount $147.95 represents the amount of force account items. This contract was completed on October 31 and was accepted by the State Highway Commission on December 18, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

NOTED
A. L. MONSON

R. H. Baldock

176-F-1

January 15th, 1943

FINAL COST ANALYSIS

Illahee-Steiwer Hill Section — Pacific Highway
Contract No. 2542 — C. J. Montag & Sons, Contractors — Prefix 24-1108
Hedda Swart, Resident Engineer

RECEIVED
NOTED
State Highway Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
*Clearing & Grubbing	$2,205.14	All				$2,000.00
*Removal of Old Pavement	1,626.56	4,168	Sq. Yd.	$0.39	$0.50	2,084.00
*Structural Excavation, Unclassified	486.64	347.6	Cu. Yd.	1.40	2.00	695.20
*Trench Excavation, Unclassified	245.84	175.6	" "	1.40	2.00	351.20
*General Excavation, Common	11,016.61	59,682.0	" "	0.185	0.23	13,726.86
*General Excavation, Solid	12,534.85	25,093.8	" "	0.50	0.64	16,060.03
*Short Overhaul	2,529.15	168,010	Yd. Sta.	0.015	0.01	1,680.10
*Long "	1,193.40	3,340.9	C-Yd. Sta.	0.36	0.35	1,169.32
*Rounding Cutbanks	208.80	2,320	Lin. Ft.	0.09	0.10	232.00
*Finishing Roadbed and Slopes	793.20	2.22	Mile	357.30	300.00	666.00
*12" Concrete Pipe	314.60	309	Lin. Ft.	1.02	1.25	386.25
*18" " "	876.30	435	" "	2.02	2.50	1,087.50
*36" " "	956.40	198	" "	4.83	6.00	1,188.00
Struct. Exc. for Bridge and Culvert	1,439.90	654.5	Cu. Yd.	2.20	2.50	1,636.25
Struct. Exc. Below Elevation Shown	471.45	134.7	" "	3.50	5.00	673.50
Shoring, Cribbing etc.	300.00	All				300.00
Class "A" Concrete	8,119.40	276.17	Cu. Yd.	29.40	22.50	6,213.83
Metal Reinforcement	3,116.48	38,956	Lb.	0.08	0.07	2,726.92
3"-0 Mat'l in Base	21,690.70	28,540.4	Ton	0.76	0.95	27,113.38
3/4"-0 Mat'l in Shoulders	5,743.86	3,481.13	"	1.65	1.40	4,873.58

Illahee-Steiwer Hill Breakdown of Cost.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
½"-0 Mat'l in Cushion	1,598.11	968.55	Ton	$1.65	$1.40	$1,355.97
Sprinkling	294.96	245.8	M-Gal.	1.20	2.00	491.60
Portland Cement Concrete Pavement	68,736.64	30,622.6	Sq. Yd.	2.24	2.05	62,776.33
Expansion Joints in Pavement	470.40	2,352	Lin. Ft.	0.20	0.20	470.40
Contraction Joints	638.88	15,972	" "	0.04	0.03	479.16
Dowel Bars	671.72	2,399	Each	0.28	0.35	839.65
Tie Bars and Reinf.	1,003.17	14,331	Lb.	0.07	0.10	1,433.10
Furn. & Plac. Agg.	1,928.22	550.92	Ton	3.40	3.50	1,928.22
Furn. & Plac. RC-4 Asphalt	716.30	24.7	"	29.00	30.00	741.00
PA #1, 6" Perf. Corr. Iron Pipe	398.80	513	Lin. Ft.		0.75	384.75
*PA #2, Salvage & Relay 12" Concrete Pipe	18.45	46	" "	0.41	0.50	23.00
*PA #2, Salvage & Relay 18" Concrete Pipe	20.65	42	" "	0.49	0.50	21.00
PA #3, Cement Adj., Favor of Contractor	999.12	404.5	Bbl.	2.47	2.47	999.12
Force Account	133.90					147.95
	$153,498.60					$156,955.17

	* Work Done by Berke Bros.	Work Done by Montag & Son	Job Total
Gross Revenue	$41,370.46	$115,584.71	$156,955.17
Total Cost	35,026.59	118,472.01	153,498.60
Net Profit	6,343.87		3,456.57
Net Loss		2,887.30	

Net Profit Equals 15.3% of Gross Revenue for Berke Bros.
Net Loss Equals 2.5% of Gross Revenue for Montag.
Net Profit Equa.s 2.2% of Gross Revenue for Project.

Contract #2542

Work Done by Montag

Labor:

Labor (Includes Supervision)	$27,778.10	
State Industrial Accident Insurance	833.34	
Unemployment Insurance & Social Security	1,111.12	
		$29,722.56

Materials:

Cement	9,971.47	bbls. at	$2.47	$25,626.68	
3"-0 Gravel	17,509.93	c.y. at	$1.00	17,509.93	
3"-0 "	814.01	c.y. "	0.75	610.51	
3/4"-0 Cr. Rock in Shoulder	2,636.46	" "	1.65	4,350.16	
¼"-0 Cr. Rock Cushion	888.57	" "	1.65	1,466.14	
Oil Rock	486.97	" "	1.65	803.50	
Rock on Detour Road	211.0	" "	1.65	348.15	
Concrete Aggregate	9,122.18	" "	1.57	14,321.82	
Credit-Material hauled by contractor's trucks	5,311.0	c.y. at	0.60	- 3,186.80	
Expansion Joints	2,352	l.f. "	10.96 per c l.f.	257.78	
Contraction Joints	15,972	l.f. "	1.07 per c l.f.	170.49	
Asphalt	24.7	ton "	10.00	247.00	
Freight on Asphalt	24.7	" "	9.02	222.75	
Dowels	2,399	each at	0.18	431.82	
6" Perf. Corr. Iron Pipe	513	l.f. "	0.62	318.06	
6" Corr. Iron Bands	24	each "	0.62	14.88	
Metal Reinforcement	38,956	lbs. "	5.35 per 100#	2,084.15	
					65,597.02

Equipment Rental, Supplies & Misc.:

Equipment Rental	$10,593.00	
Rented Equipment	2,170.73	
Gas, Oil & Grease	2,575.70	
Lumber	1,428.79	
Miscellaneous	451.91	
Hardware	146.50	
Placing Asphalt and Aggregate	315.00	
Bond	1,156.20	
P.L. & P.D. Insurance	864.60	
Home Office and Overhead	3,450.00	
		23,152.43

Total $118,472.01

Contract #2542

Work Done by Berke Bros.

Labor:

Labor (Includes Supervision)	$12,566.43	
State Industrial Accident Insurance	753.99	
Unemployment Insurance & Social Security	502.66	
		$13,823.08

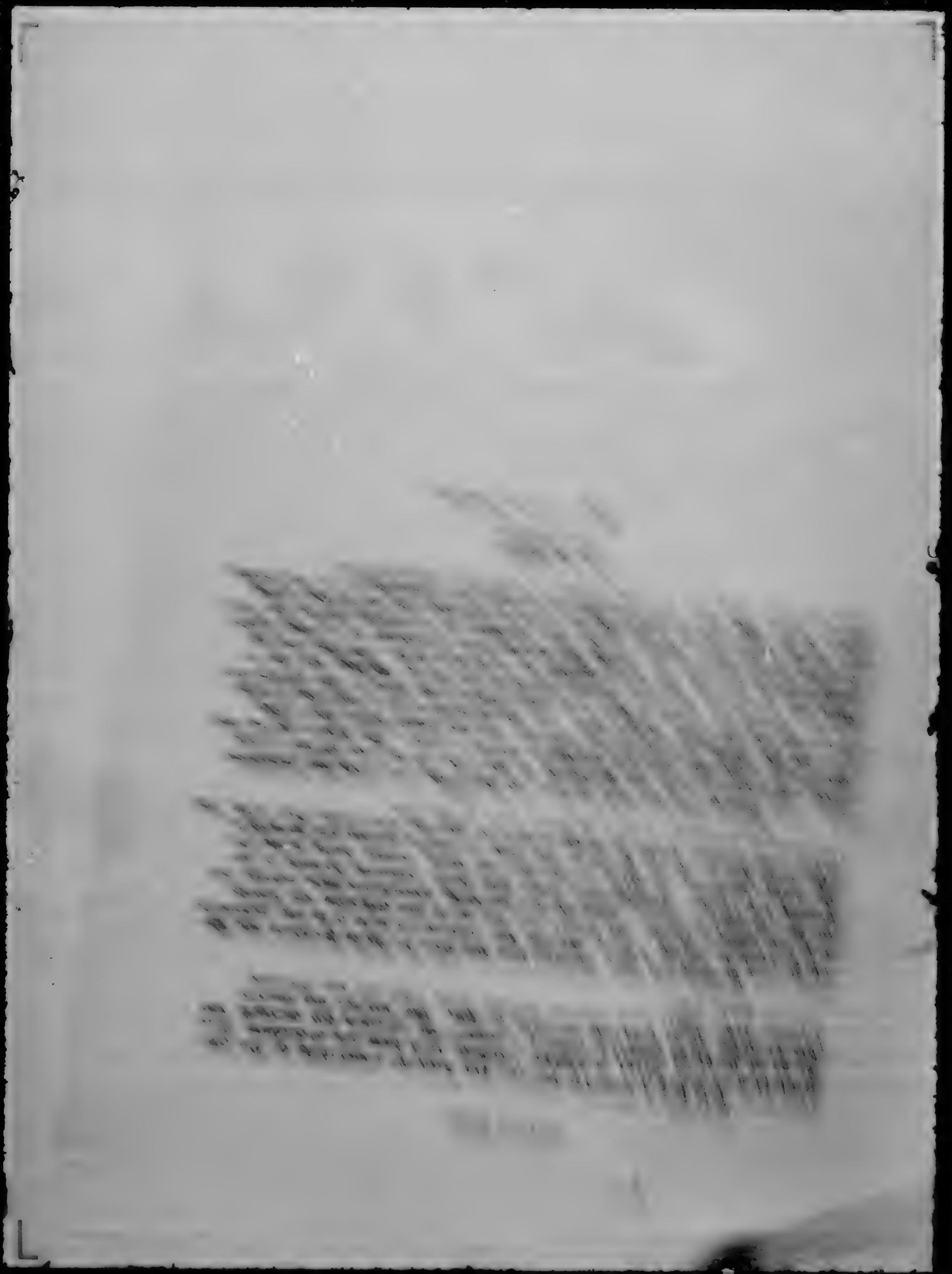
Materials:

12" Concrete Pipe	309 lin. ft. at $0.70	$216.30	
18" " "	435 " " " 1.60	696.00	
36" " "	198 " " " 4.80	950.40	
			1,862.70

Equipment Rental, Supplies and Misc.:

Equipment Rental (Includes Repairs)	$12,630.94	
Rented Equipment	150.00	
Gas, Oil and Grease	2,817.80	
Explosives	1,322.19	
P.U.C. Fees	29.94	
Freight	351.00	
Lumber	64.12	
Small Tools & Miscellaneous	425.00	
P.L. & P.D. Insurance	309.77	
Bond	413.35	
Home Office and Overhead - 2%	826.70	
		19,340.81

Total $35,026.59



Contract #2542

This was a "Regular Federal Aid Project" consisting of the construction of 2.22 miles of highway roadbed, rock base and shoulders; 21.4 miles of Portland Cement pavement; a reinforced concrete box culvert; and the widening of an existing concrete bridge. The project was awarded October 16th, 1941; work started January 26th, 1942 and was finished October 31st, 1942.

Grading and pipe installation was done by Berke Brothers and the other work by Montag & Son. Grading was carried on with cats and carryalls for the common, shovel and trucks for the solid and dragline and trucks on the channel changes. Clearing and grubbing operations were carried out during the winter, considerable extra time being consumed because of unfavorable weather. Grading progressed very well, common being moved for 18½ cents and solid for $0.50 in the face of rising prices and uncertain labor conditions. Berke Brothers completed grading operations July 11th, and realized an excellent profit on their part of the job.

Montag started work on the job May 25th. All rock was purchased from commercial plants and delivered on the job. Base rock showed a good profit, but crushed rock and aggregate showed a loss. The bunker set-up was started May 26th, but laying of pavement did not begin until July 15th. Pavement was finished August 26th, and the shoulders and finishing October 31st. Almost all items except base rock showed some loss to the contractor. This was the first Portland Cement pavement job bid by Montag, and due to inexperience the job did not progress as it should have. Weather was excellent and materials, including aggregate, were purchased at a cheap price considering the bid prices. Labor was somewhat of a problem during the last part of the job, wages beginning to start up sharply and efficiency going down. Also, the fact that the contractor was just breaking in in the paving game did not allow him to have formed an efficient organization.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

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JAN 11 1943
FOR FILING

676-F-1

January 9, 1943

G. J. Hoetag & Sons
301 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from September 30 to October 31, 1942, without penalty, in connection with contract No. 2542, Illahee-Stubber Hill Section of the Pacific Highway East, in Marion County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AH

cc F. B. Lucas

176-F-1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FOR FILING

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAP 176-F (1), Illahee-Steiwer Hill Section of the Pacific Highway East

_____, was made by a representative of this office on December 2, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
DEC 2 - 1943
STATE HIGHWAY COMMISSION

Jon

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DEC 21 1942
FOR FILING

176-F-1

December 19, 1942

The Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semifinal payment to C. J. Montag & Sons, on contract No. 2542 covering grading and paving on Illahee-Steiwer Hill Section of Pacific Highway East, in Marion County. This payment, in the amount of $7,799.72, will be made on or after December 29, 1942. The retained percentage is $4,706.66.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours
STATE HIGHWAY COMMISSION

By

Secretary

be

RECEIVED
NOV 16 1942
FOR FILING

176-F-1

November 16, 1942

Mr. Henry Arnold Peterson
Attorney at Law
Washington Building
Tacoma, Washington

Dear Sir:

In reply to your letter of November 14, 1942, I wish to advise that the contract to which you refer is Oregon State Highway Contract No. 2542 and covers the grading and paving of the Illahee-Steiwer Hill Section of the Pacific Highway East, in Marion County.

The name of the original contractor is C. J. Montag & Sons, 201 Couch Building, Portland, Oregon.

The bond furnished by the contractor was written by The Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, Tech Building, Portland, Oregon, are local agents.

Trusting that this is the information you desire, I remain

Very truly yours,

HBG:AM

Secretary

LAW OFFICES OF
HENRY ARNOLD PETERSON
WASHINGTON BUILDING
TACOMA

November 14, 1942

Highway Department
State of Oregon
Salem, Oregon.

Gentlemen:

A client of this office, on August 29, 1942, sustained an accident on Highway 99 about seven miles out of Salem in the direction of Eugene. Primarily, the accident was caused by an unlighted barrier extending across part of the driving portion of the highway.

I understand the highway, at that point, was under construction and I would appreciate it if you would give me the name and address of the contractor, and possibly his insurance company, having this construction contract from your department.

Thanking you for this courtesy, I am

Yours very truly,

HENRY ARNOLD PETERSON

HAP:jnw

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RECEIVED
NOV 18 1942
FOR FILING

176-F-1

November 13th, 1942

Mr. E. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 7300
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for S. J. Gunning & Son on the Illahee-Shaker Mill Section, Contract No. 2541, SH-SUF 176-F (1). The completion date on this project was September 30th, 1942, but the job was not accepted until October 31st, 1942.

The pavement was opened to traffic on September 16th, 1942. In spite thus to have completed the shoulders, except for the fact that the materials sub-contractor was prevented from delivering materials due to the enlargement of the Salem Airport.

It is recommended that this extension be granted without penalty.

Very truly yours,

R. H. MOORE
Chief Engineer

E

cc Mr. E. O. Smith

Form E-1—4M—8-41

176-F-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 16, 19 42

Section Illahee-Steiwer Hill — *Kind of work* Grading & Paving

Highway Pacific East — *Section prefix* 24-1108

Contractor C. J. Montag & Sons — *Contract number* 2542

Date of contract November 16, 1941 — *Date of completion* September 30, 19 42

Date work started January 26, 1942 — *Estimated date of completion* October 20, 19 42

Amount of contract . . . . . $148,028.50 — *Per cent of time elapsed* 100 %

Estimated cost of completed project, exclusive of engineering $156,730.34

Per cent of contract completed, based on total contract price . . . . . 99.8 %

Engineering cost to date, $ 10,399.23, 6.64 % — *Date project was completed* 9-30-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The State Maintenance Forces completed the paving work on the temporary connection at the south end of the project Monday A.M. October 12th.

The contractor had two men and a team trimming up the grading work on Tuesday and Wednesday and the two laborers continued on clean up work until Friday noon. There is still some trimming up to be done on a road approach and ditching to be taken care of before the project is completed and ready for acceptance.

A monthly estimate was made up and submitted, for this contract, on Friday October 16th.

RECEIVED
OCT 19 19[illegible]
OFFICE OF
[illegible]

NOTED
E. M. [illegible]

Signed H. E. Swart

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.22				2.22
Miles partially completed					
Miles completed	2.22				2.22
Total estimated quantities	85,000				30,100
Estimated quantities moved or placed to date	77,800				30,622
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					1
Hours per shift					8
Average force on project for week					2

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Marion COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	1						1
Men and teams	1						1
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 11	Fair		
Monday 12	"		
Tuesday 13	Cloudy		
Wednesday 14	Rain		
Thursday 15	Fair		
Friday 16	Clear		
Saturday 17	"		

STATE PRINTING DEPT.

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NOV 17 1942
FOR FILING

176-F-1

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Illahee-Steiwer School Section, Project No. SH-FAP 176-F (1).

Very truly yours,

R. H. BALLOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department — Federal Aid Project No. [illegible]-FAP 176-[illegible] (1)

ILLAHEE-STAYTON HILL SECTION

OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1942

Roadway

All Required		Clearing and Grubbing		$ 1,919.00
5,000	sq. yds.	Removal of Old Pavement	$ .50	2,500.00
100	cu. yds.	Structural Excavation, Unclassified	2.00	200.00
520	cu. yds.	Trench Excavation, Unclassified	2.00	1,040.00
61,700	cu. yds.	General Excavation, Common	.23	14,191.00
23,000	cu. yds.	General Excavation, Solid Rock	.64	14,720.00
180,000	yd. stas.	Short Overhaul	.01	1,800.00
3,900	C-yd.stas.	Long Overhaul	.35	1,365.00
2,800	lin. ft.	Rounding Cutbanks	.10	280.00
2.13	miles	Finishing Roadbed and Slopes	300.00	639.00
250	lin. ft.	12" Concrete Pipe	1.25	312.50
320	lin. ft.	18" Concrete Pipe	2.50	800.00
200	lin. ft.	36" Concrete Pipe	6.00	1,200.00
23,400	tons	3" - 0" Material in Base	.95	22,230.00
3,050	tons	3/4" - 0" Material in Shoulders	1.40	4,270.00
1,300	tons	3" - 0" Material in Cushion Course	1.40	1,820.00
100	M-gals.	Sprinkling	2.00	200.00
30,100	sq. yds.	Portland Cement Concrete Pavement	2.05	61,705.00
2,500	lin. ft.	Expansion Joints in Pavement	.20	500.00
16,000	lin. ft.	Contraction Joints	.03	480.00
2,900	only	Dowels	.35	973.00
30,000	lbs.	Tie Bars and Reinforcement	.10	3,000.00
600	cu. yds.	Salvaging Surfacing Materials	.75	450.00
335	tons	Furnishing and Placing Aggregates	3.50	1,172.50
24	tons	Furnishing and Placing RC-4 Asphalt	30.00	720.00
				$136,549.00

Bridge (Sta. 443+65 to 443+85)

320	cu. yds.	Structural Excavation for Bridge and Culvert	$ 2.50	$ 800.00
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
All Required		Shoring, Cribbing, Etc. (7%)		225.00

176	cu. yds.	Class "A" Concrete	$ 22.50	$ 3,960.00
14,000	lbs.	Metal Reinforcement	.07	980.00
				$ 4,940.00
		Subtotal		$141,489.00
		10% Engr. & Cont.		14,148.90
		Total		$155,637.90

Box Culvert (Sta. 448+79.5 to 449+00.5)

100	cu. yds.	Structural Excavation for Bridge and Culvert	$ 2.50	$ 250.00
All Required		Shoring, Cribbing, Etc. (2%)		73.00
174	cu. yds.	Class "A" Concrete	22.50	3,915.00
18,000	lbs.	Metal Reinforcement	.07	1,260.00
		Subtotal		$ 5,508.00
		10% Engr. & Cont.		550.80
		Total		$ 6,058.80

Length of Roadway	2.133 miles
Length of Bridges	.004 mile
Total Length	2.137 miles
Cost per mile, Roadway	$ 72,966.66

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 155,637.90	$ 126,069.00	$ 29,568.90
Bridge	6,050.00	4,901.00	1,148.80
	$ 161,687.90	$ 130,970.00	$ 30,717.90

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1929; Chap. 329, Laws 1939
State Funds for Maintenance: Chap. 329, Laws 1939

Oregon State Highway Department

Federal Aid Project
No. SN-FAP 176-F (1)

ILLAHEE-STEIWER HILL SECTION

OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, ~~February 14~~ Sept, 1942

Roadwork

All Required		Clearing and Grubbing		$ 1,919.00
5,000	sq. yds.	Removal of Old Pavement	$ .50	2,500.00
180	cu. yds.	Structural Excavation, Unclassified	2.00	360.00
520	cu. yds.	Trench Excavation, Unclassified	2.00	1,040.00
61,700	cu. yds.	General Excavation, Common	.23	14,191.00
23,000	cu. yds.	General Excavation, Solid Rock	.64	14,720.00
180,000	yd. stas.	Short Overhaul	.01	1,800.00
3,900	C-yd.stas.	Long Overhaul	.35	1,365.00
2,800	lin. ft.	Rounding Cutbanks	.10	280.00
2.13	miles	Finishing Roadbed and Slopes	300.00	639.00
250	lin. ft.	12" Concrete Pipe	1.25	312.50
320	lin. ft.	18" Concrete Pipe	2.50	800.00
200	lin. ft.	36" Concrete Pipe	6.00	1,200.00
23,400	tons	3" - 0" Material in Base	.95	22,230.00
3,050	tons	3/4" - 0" Material in Shoulders	1.40	4,270.00
1,300	tons	1" - 0" Material in Cushion Course	1.40	1,820.00
100	M-gals.	Sprinkling	2.00	200.00
30,100	sq. yds.	Portland Cement Concrete Pavement	2.05	61,705.00
2,500	lin. ft.	Expansion Joints in Pavement	.20	500.00
16,000	lin. ft.	Contraction Joints	.03	480.00
2,500	only	Dowels	.35	875.00
10,000	lbs.	Tie Bars and Reinforcement	.10	1,000.00
600	cu. yds.	Salvaging Surfacing Materials	.75	450.00
335	tons	Furnishing and Placing Aggregates	3.50	1,172.50
24	tons	Furnishing and Placing RC-4 Asphalt	30.00	720.00
				$136,549.00

Bridge (Sta. 443+65 to 443+85)

320	cu. yds.	Structural Excavation for Bridge and Culvert	$ 2.50	$ 800.00
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00

All Required		Shoring, Cribbing, Etc. (75%)		$ 225.00
126	cu. yds.	Class "A" Concrete	$ 22.50	2,835.00
14,000	lbs.	Metal Reinforcement	.07	980.00
				$ 4,940.00
		Subtotal		$141,489.00
		10% Engr. & Cont.		14,148.90
		Total		$155,637.90

Box Culvert (Sta. 448+79.5 to 449+00.5)

100	cu. yds.	Structural Excavation for Bridge and Culvert	$ 2.50	$ 250.00
All Required		Shoring, Cribbing, Etc. (25%)		75.00
174	cu. yds.	Class "A" Concrete	22.50	3,915.00
18,000	lbs.	Metal Reinforcement	.07	1,260.00
		Subtotal		$ 5,500.00
		10% Engr. & Cont.		550.00
		Total		$ 6,050.00

Length of Roadway	2133	~~2.130~~ miles
Length of Bridges	.004	~~.007~~ mile
Total Length		2.137 miles
Cost per mile, Roadway		$ ~~73,069.43~~ 72,966.66

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 155,637.90	$ ~~94,939.00~~ 126069.00	$ ~~60,698.90~~ 29568.90
Bridge	6,050.00	~~3,691.00~~ 4901.00	~~2,359.00~~ 1149.00
	$ 161,687.90	$ ~~98,630.00~~ 130970.00	$ ~~63,057.90~~ 30717.90

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939
State Funds for Maintenance: Chap. 529, laws 1939

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JUN 29 1942
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174-F-1

Salem
June 18, 1942

Too many signs

Mr. H. G. Smith
Construction Engineer
O F F I C E

It seems to me that we have too many warning signs at the north end of the Steiwer Hill Section. I wish you would check into this matter and see if you don't agree with me.

CBM:MC

C. B. McCullough

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FOR FILING

176-F-1

OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

File

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
JUNE 11, 1942

RECEIVED
JUN 12 1942
FOR FILING

PUBLIC ROADS ADMINISTRATION
BOX 5900
PORTLAND, OREGON

REFER YOUR LETTER JUNE 5, RELEASE OF SIDE FORM LUMBER FOR PROJECT NO. SH-FAP 176-F (1). C. J. KOSTAS, CONTRACTOR FOR THIS PROJECT, HAS SUBCONTRACT FOR PAVING MEDFORD CANTONMENT ACCESS ROAD DA-WR 4. CONSTRUCTION SCHEDULE REQUIRES COMPLETION OF SH-FAP 176-F (1) FIRST. SIDE FORMS WILL BE REUSED ON DA-WR 4. ANY DELAY IN DELIVERY TO SH-FAP 176-F (1) WILL DELAY COMPLETION OF DA-WR 4. REQUEST THIS INFORMATION BE SUPPLIED TO LUMBER BRANCH. IT MAY EXPEDITE RELEASE OF MATERIAL.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

CAG:EF
CC: AUDITOR
CONFIRMATION
G. S. PAXSON

176-F-1

RECEIVED
JUN 1 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

June 5, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged to your telegram of June 4 requesting advice regarding action taken on your May 28 request for release of form lumber to Oregon SN-FAP 176-F (1), Illahee-Steiwer Hill Section of the Pacific Highway.

This request was transmitted by air mail to our Washington office on May 29 and in view of the fact that the lumber is not to be used on an access road project, we do not believe action can be expected so soon.

Advice regarding the release will be furnished you immediately upon receipt.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 6 - 1942

Copy sent to Salem

RECEIVED

176-F-1

OREGON STATE HIGHWAY COMMISSION

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patron should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM, OREGON
JUNE 4, 1942

RECEIVED
JUN 5 1942
FOR FILING

PUBLIC ROADS ADMINISTRATION
326 NEW POSTOFFICE BUILDING
PORTLAND, OREGON

PLEASE ADVISE IF ACTION HAS BEEN TAKEN ON OUR REQUEST OF MAY 26 FOR RELEASE OF SIGN POST LETTERS FOR PROJECT SS-PAP 176-F (1). DELAY IN DELIVERY OF THIS MATERIAL IS HOLDING UP PAVING OPERATIONS ON THIS JOB.

R. H. BALDOCK, CHIEF ENGINEER
OREGON STATE HIGHWAY COMMISSION

CAG CH
CC CONFIRMATION
C. A. GARDINER
AUDITOR
FILES

RECEIVED
MAY 29 1942
FOR FILING

176-F-1

May 28, 1942

Public Roads Administration
Box 3900
Portland, Oregon

Gentlemen:

Subject: Priorities
SH PAP 176-F (1)

We are enclosing four copies of a letter addressed to the Lumber Branch of the War Production Board to secure release of some material for use in paving the above project.

Will you please do whatever you can to expedite this application and the release of this material.

Very truly yours,

R. H. Baldock
Chief Engineer

CAG DG
Enclosure
cc C. A. Gardner

May 28, 1942

Lumber Branch
War Production Board
Washington, D. C.

Gentlemen:

On May 18, 1941, we awarded a contract to C. J. Montag and Sons, Portland, Oregon, for grading, surfacing, and paving 2.22 miles of the Pacific Highway East in Marion County. This project has been certified by the War Department as essential to national defense, has been approved for construction by the Public Roads Administration, has been designated as Federal Aid Project Oregon SN WAP 176-F (1), and has been granted a preference rating of A-4 under Limited Preference Rating Order P-19-e, Serial Number 202-E.

Part of the work to be done under the contract consists of paving, which Portland cement concrete, approximately 2.22 miles of roadway. The contractor has ordered his side forms for use in this paving from the Linn Lumber Company, Lyons, Oregon. This lumber is frozen in the supplier's yard by restrictions on delivery of lumber imposed by Limitations Order L-121. We are advised by the Linn Lumber Company that the lumber is cut and ready for delivery, which cannot be made until such time as the delivery is approved by your office. In as much as the material on which we are requesting a release is a special product, fabricated solely for the use as side forms, it would be of little value for any other use. We, therefore, respectfully request that this material be released for the contractor's use in this project.

Copies of the lumber lists are attached herewith.

Very truly yours,

R. H. Baldock
Chief Engineer

CAG DG
Enclosure
cc Public Roads Administration (3)
C. A. Gardner

RECEIVED
NOV 22 1941
FOR FILING

176-7-1

R

November 21, 1941

C. J. Montag and Sons
201 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2542 which was awarded to you on November 18, 1941, by the State Highway Commission covering grading and paving on the Illahee-Steiwer Hill Section of the Pacific Highway East, in Marion County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM

Secretary

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NOV 21 1941
FOR FILING

176-3-1

November 19, 1941

C. J. Moutag & Sons
201 Couch Bldg.
Portland, Oregon

Gentlemen:

The State Highway Commission on November 18, 1941, awarded you the contract for 2.22 miles grading and paving, on the Illahee-Stoiwer Hill Section of the Pacific Highway East, in Marion County. This award was based on your low bid of $143,026.30, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

cc - S. H. Probert
G. S. Paterson

MS

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NOV 21 1941
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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 18, 1941

176-7-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. SN-FAP 176-F (1), the Illahee-Steiwer Hill Section of the Pacific Highway East, to C. J. Montag, Portland, Oregon, who submitted the low bid on the basis of using asphalt.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
NOV 17 1942
FOR FILING

November 1, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

We are enclosing herewith seven copies of revised estimates for the Illahee-Steiver Hill Section, Project No. S5-FAP 176-F (1).

Likewise are enclosed five copies each of special provision pages 21 and 22, which pages have been revised by the addition of a specification concerning a suitable source of gravel located on the Santiam River near the town of Jefferson.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/EE

Encl.

Oregon State Highway Department

Federal Aid Project
No. SN-PAP 176-F (1)

KLAHRE-STAYTON HILL SECTION

OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, November 1, 1941

Roadwork

All Required		Clearing and Grubbing		$ 2,500.00
5,000	sq. yds.	Removal of Old Pavement	$ 0.40	2,000.00
180	cu. yds.	Structural Excavation, Unclassified	1.50	270.00
520	cu. yds.	Trench Excavation, Unclassified	1.50	780.00
61,700	cu. yds.	General Excavation, Common	0.25	15,425.00
23,000	cu. yds.	General Excavation, Solid Rock	0.65	14,950.00
180,000	yd. stns.	Short Overhaul	0.01	1,800.00
3,900	C-yd.stns.	Long Overhaul	0.40	1,560.00
2,000	lin. ft.	Rounding Cutbanks	0.10	200.00
2.13	miles	Finishing Roadbed and Slopes	300.00	639.00
250	lin. ft.	12" Concrete Pipe	1.50	375.00
320	lin. ft.	18" Concrete Pipe	2.50	800.00
200	lin. ft.	36" Concrete Pipe	7.00	1,400.00
23,400	tons	3" - 0" Material in Base	1.00	23,400.00
3,050	tons	3/4" - 0" Material in Shoulders	1.50	4,575.00
1,300	tons	1" - 0" Material in Cushion Course	1.60	2,080.00
100	M-gals.	Sprinkling	2.00	200.00
30,100	sq. yds.	Portland Cement Concrete Pavement	1.90	57,190.00
2,500	lin. ft.	Expansion Joints in Pavement	0.20	500.00
16,000	lin. ft.	Contraction Joints	0.03	480.00
2,500	only	Dowels	0.40	1,000.00
10,000	lbs.	Tie Bars and Reinforcement	0.07	700.00
600	cu. yds.	Salvaging Surfacing Materials	1.00	600.00
335	tons	Furnishing and Placing Aggregates	3.50	1,172.50
24	tons	Furnishing and Placing RC-4 Asphalt	35.00	840.00
29	tons	Furnishing and Placing MT-8 Tar	30.00	(Alternate)
				$135,516.50

Bridge (Sta. 443+65 to 443+85)

320	cu. yds.	Structural Excavation for Bridge and Culvert	$ 3.00	$ 960.00
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
All Required		Shoring, Cribbing, Etc. (7%)		150.00
126	cu. yds.	Class "A" Concrete	25.00	3,150.00
14,000	lbs.	Metal Reinforcement	0.07	980.00
				$ 5,340.00
		Subtotal		$140,856.50
		10% Engr. & Cont.		14,085.65
		Total		$154,942.15

Box Culvert (Sta. 448+79.5 to 449+00.5)

100	cu. yds.	Structural Excavation for Bridge and Culvert	$ 3.00	$ 300.00
All Required		Shoring, Cribbing, Etc. (2%)		90.00
174	cu. yds.	Class "A" Concrete	25.00	4,350.00
18,000	lbs.	Metal Reinforcement	0.07	1,260.00
		Subtotal		$ 5,960.00
		10% Engr. & Cont.		596.00
		Total		$ 6,556.00

Length of Roadway	2.130 miles
Length of Bridges	.007 mile
Total Length	2.137 miles
Cost per mile, Roadway	$ 72,742.79

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$154,942.15	$40,295.00	$114,647.15
Bridge	6,556.00	1,705.00	4,851.00
	$161,498.15	$42,000.00	$119,498.15

Oregon State Highway Department

Federal Aid Project
No. SM-FAP 176-F (1)

[illegible]-SILVER MILL SECTION

OF THE [illegible] HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not on basis for project agreement.)

Salem, Oregon, September 27, 1941

Roadwork

All Required		Clearing and Grubbing		~~$ 600.00~~ 750.00
5,000	sq. yds.	Removal of Old Pavement	$ 0.40	2,000.00
180	cu. yds.	Structural Excavation, Unclassified	1.50	~~270.00~~
520	cu. yds.	Trench Excavation, Unclassified	1.50	780.00
61,700	cu. yds.	General Excavation, Common	~~0.20~~ .25	~~12,340.00~~ 15,425.00
23,000	cu. yds.	General Excavation, Solid Rock	~~0.60~~ .65	~~13,800.00~~ 14,950.00
180,000	yd. stas.	Short Overhaul	0.01	1,800.00
3,900	C-yd.stas.	Long Overhaul	0.40	1,560.00
2,800	lin. ft.	Rounding Cutbanks	0.10	280.00
2.13	miles	Finishing Roadbed and Slopes	300.00	639.00
250	lin. ft.	12" Concrete Pipe	1.50	375.00
320	lin. ft.	18" Concrete Pipe	2.50	800.00
200	lin. ft.	36" Concrete Pipe	6.00	1,200.00
23,400	tons	3" - 0" Material in Base	0.60	14,040.00
3,050	tons	3/4" - 0" Material in Shoulders	1.20	3,660.00
1,300	tons	1" - 0" Material in Cushion Course	1.20	1,560.00
100	M-gals.	Sprinkling	2.00	200.00
30,100	sq. yds.	Portland Cement Concrete Pavement	1.70	51,170.00
2,500	lin. ft.	Expension Joints in Pavement	0.20	500.00
16,000	lin. ft.	Construction Joints	0.03	480.00
2,500	only	Dowels	0.20	500.00
10,000	lbs.	Tie Bars and Reinforcement	0.06	600.00
600	cu. yds.	Salvaging Surfacing Materials	1.00	600.00
335	tons	Furnishing and Placing Aggregates	3.00	1,005.00 11250
24	tons	Furnishing and Placing MC-4 Asphalt	35.00	840.00
29	tons	Furnishing and Placing RT-8 Tar	30.00	(Alternate)
			Subtotal	$111,599.00
			10% Engr. & Cont.	11,159.90
			Total	$122,758.90

Bridge (Sta. 443+65 to 443+85)

320	cu. yds.	Structural Excavation for Bridge and Culvert	$ 3.00	$ 960.00
20	cu. yds.	Structural Excavation Below Elevation Shown	5.00	100.00
All Required		Shoring, Cribbing, Etc. (7%)		150.00
126	cu. yds.	Class "A" Concrete	25.00	3,150.00
14,000	lbs.	Metal Reinforcement	0.06	840.00
				$ 5,200.00

Box Culvert (Sta. 448+79.5 to 449+00.5)

100	cu. yds.	Structural Excavation for Bridge and Culvert	$ 3.00	$ 300.00
All Required		Shoring, Cribbing, Etc. (2%)		50.00
174	cu. yds.	Class "A" Concrete	25.00	4,350.00
18,000	lbs.	Metal Reinforcement	0.06	1,080.00
				$ 5,780.00
		Subtotal		$ 10,980.00
		10% Engr. & Cont.		1,098.00
		Total		$ 12,078.00

Length of Roadway	2.130 miles
Length of Bridges	.007 mile
Total Length	2.137 miles
Cost per mile, Roadway	$ 57,633.28

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 122,718.90	$ 38,238.00	$ 84,480.90
Bridges	12,078.00	3,762.00	8,316.00
	$ 134,796.90	$ 42,000.00	$ 92,796.90

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

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OCT 14 1941
STATE HIGHWAY COMMISSION

October 11, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Supplementing our letter of October 2, 1941, authorizing advertising of Oregon Federal Aid Project SN-FAP 176-F (1), the Illahee-Steiwer Hill Section of the Pacific Highway, the existing structure between Stations 443+65 and 443+85 which is to be widened is not a "bridge" according to our Federal Aid method of dividing construction between "bridge" and "roadway".

On the other hand, the double 10'x8' box culvert between Stations 488+79.5 and 489+00.5 is a major structure to be segregated and its length shown as bridge mileage since the span is slightly more than 20 feet. There is an error in the stationing shown for this structure in the estimate.

Will you please correct this and the segregation of cost and length between roadway and bridges when submitting the agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

176-F-1

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

October 2, 1941

OCT 3 - 1941

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid Project No. SN-FAP 176-F (1), the Illahee-Steiwer Hill Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority for advertising.

Concurrence in award will be withheld until the right of way is secured.

Reference is made to your letter dated February 8, 1938. Inasmuch as the P.S. & E. now submitted extends south of the common point of the two possible alternate routes between Miller Creek and Gales Butte, it appears desirable to submit revised project sketch maps showing the adopted route. Please submit the usual number of prints of the map at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

Submitted for

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September 30, 1941

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page number 3 for the Illahee-Steiwer Hill Section, Project No. SH-FAP 176-F (1), on which page the third line in the first paragraph has been revised to read "two (2) miles."

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EH

Encl.

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STANDARD TIME INDICATED

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TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

(47)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

R26 9 GOVT SER=NX PORTLAND ORE 30 1206P

1941 SEP 30 PM 12 51

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE=

PLEASE SUBMIT STANDARD PAVEMENT SHEETS FOR ILLAHEE SECTION PLANS=

ANDREWS.

Sent Sept. 29th

RECEIVED
OCT - 1 1941
FOR FILING

ILLAHEE.

RECEIVED
NOV 17 1942
FOR FILING

September 29, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

We are sending, under separate cover, five blueprint copies of drawing number 2048 showing paving details for concrete pavement.

These prints were inadvertently overlooked when the plans for the Illahee-Steiwer Hill Section, Project No. SS-FAP 176-F (1) were submitted to your office.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
NOV 17 1942
FOR FILING

September 27, 1941

Mr. W. E. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs:

We are enclosing herewith seven copies of estimate, three copies of right of way statement, and three copies of form PR 46 to accompany plans and specifications for the Illahee-Steiwer Hill Section, Project No. SN-PAP 176-F (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. W. Nash/ER

Encl.

PR 46

Roadway (Illahee-Stalwer Hill)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Nov. 1, 1941 State Oregon

Completion Date (Est.) Sept. 30, 1942 Project No. [illegible]-PAP 176-F (1)

Estimated Total Cost Roadway $ 134,836.90 Length: Miles 2.137

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	10,000	6	Metal culvert pipe	Lb.	
2	Aggregates	Cy.	60	7	Reinforcing steel	Lb.	32,000
3	Bituminous mat.	Gal.	6,000	8	Structural steel	Lb.	
4	Lumber	M.	80	10	Explosives	Lb.	35,000
5	Timber piling	Lft.					

ILLAHEE-STEINER HILL SECTION

PROJECT NO. SM-FAP 176-F (1)

While negotiations for right of way are in progress, six parcels have not been acquired, nor has the right to occupy and use these parcels been secured, but it now believed that all necessary right of way can be made fully available within eighteen days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

September 27, 1941

27-4208 Rickreall Rock Production Project
State Hwys. near Rickreall 1941

#2543

RECEIVED
DEC 14 1942
FOR FILING

27-4-08

December 10, 1942

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: H. G. McLellan, Surety Bond Dept.

Gentlemen:

This is to advise you that the Independence Sand & Gravel Company's contract, No. 2543, was accepted by the Commission on October 1, 1942, and that the final warrant is being mailed to the Company today. The total amount earned on this contract is $12,512.02.

Very truly yours,

Secretary

HANSEN & ROWLAND INC. OF ALASKA

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

TACOMA, WASHINGTON

H. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

27-1-1

October 6,1942

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: BOND NO.50342--INDEPENDENCE SAND & GRAVEL CO. to State of Oregon-Contract No.2543, Rickreall Rock Production Project, Polk Co. Ore.

We have your advice to the effect that the contract in caption was completed on July 23, and accepted October 1, 1942, for which we thank you.

So that we may close our files and make the proper adjustment of premium, if an adjustment is in order, will you be kind enough to advise us the total amount earned by the contractor, in accordance with the final estimate.

Very truly yours,

HANSEN & ROWLAND, Inc.
General Agents.

HM/bf

By V. S. McLellan
Surety Bond Dept.

(final information given Dec. 10, 1942)
A.M.
Carbon copy to files.

RECEIVED
1942
STATE HIGHWAY COMMISSION

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DEC 11 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

December 10, 1942

27-4208

Subject: Request for release of warrants on final estimates.

To: Mr. H. R. Glaisyer
O-f-f-i-c-e

	Vou. #	Cont. #	Est. #	Name	Am't.	Wt. #	Note
1.	16925	2543	7-final	Independence Sand & Gravel Co	849.52	232990	
2.							
3.							
4.							
5.							
6.							
7.							
8.							
9.							
10.							
11.							
12.							

Accepted? Yes
A.M.

Ok to release
A. M.

ACCOUNTING DIVISION

By _____
Bookkeeping Dept.

Approved _____
Secretary

RECEIVED
NOV 18 1942
FOR FILING

27-42-08

November 17, 1942

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

Gentlemen:

This acknowledges receipt of your letter of November 12, 1942, requesting information concerning the Independence Sand & Gravel Company's contracts, Nos. 2543 and 2539.

Contract No. 2543, Rockwall Rock Production Project, was completed on July 23, 1942, and was accepted by the State Highway Commission on October 1, 1942. A voucher, in the amount of $849.52, covering final payment was mailed to the contractor today for signature.

Contract No. 2539 was completed on August 20, 1942, and was accepted by the State Highway Commission on October 1, 1942. Information as to the amount of the final payment in connection with this contract is not as yet available. You will be advised, however, when this information is available.

Very truly yours,

HBG:AM

Secretary

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

H. T. HANSEN, PRES.

I. O. ROWLAND, SECY.

TACOMA, WASHINGTON

November 12, 1942

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

H. B. Glaisyer, Secretary
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

RE: BOND NO. 50342 - INDEPENDENCE SAND & GRAVEL CO. to State of Oregon - Contract No. 2543, Rickreall Rock Production Project, Polk County, Oregon.

Hall 2-849 Nov 12, 5-12 02

BOND NO. 50343 - INDEPENDENCE SAND & GRAVEL CO. to State of Oregon - Contract No. 2539 - Furnishing crushed rock in stock-pile, McMinnville Rock Production Project

In your letter of October 10th, you advised that the final figures in connection with the above contracts were not available as yet although the contracts were completed.

Will you be kind enough to let us have your advices at this time and if the information is now available let us have the date of acceptance and the total amount earned by the contractor in connection with each contract.

REFERRED TO miss Howson BY SECRETARY
please appropriate reply
AHS

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By A. Van R. Schermerhorn
A. Van R. Schermerhorn,
Mgr. Surety Bond Dept.

HGM

RECEIVED NOV 13 1942

RECEIVED
NOV 18 1942
FOR FILING

27-4708

November 17, 1942

Maryland Casualty Company
Hansen & Moreland, Inc., of Oregon
405 Title & Trust Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2543 for the Rickreall Rock Production Project on state highways, in Polk County, has been completed by the contractor, Independence Sand & Gravel Company, and that final payment in the amount of $849.52 will be made on or after November 27, 1942.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information, we wish to advise that the total contract amount is $12,512.02, and that no force account work was performed therein. This contract was completed on July 23, 1942, and was accepted by the Highway Commission on October 1, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

RECEIVED
A. L. LARSON

RECEIVED
OCT 1
PORTLAND

22 - J Rock

October 15, 1942

Independence Sand & Gravel Co.
Independence, Oregon

Gentlemen:

The State Highway Commission, at its meeting on October 1, 1942, granted you the extension of time requested, from May 31 to July 23, 1942, without penalty, in connection with contract No. 2543, Rickreall Rock Production Project on state highways near Rickreall, in Polk County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - P. D. Isom

RECEIVED
SEP 21 19
FC

27-4208

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Burner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that the Independence Sand & Gravel Company's contract, No. 2543, was completed on July 23, 1942, but has not as yet been accepted by the State Highway Commission. The Company has been paid the sum of $11,622.50.

Very truly yours,

AM Secretary

Form E-1—6M—8-41

R

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 17, *19* 42

Section Rickreall Rock Production Project — *Kind of work* Furnishing Maintenance Materials

Highway State — *Section prefix* 27-4208

Contractor Independence Sand & Gravel Co. — *Contract number* 2543

Date of contract November 18, *19* 41 — *Date of completion* May 31, *19* 42

Date work started December 3, *19* 41 — *Estimated date of completion* May 31, *19* 42

Amount of contract . . . . . $10,500.00 — *Per cent of time elapsed* 31.28 %

Estimated cost of completed project, exclusive of engineering $10,500.00

Per cent of contract completed, based on total contract price . . . . . 26 %

Engineering cost to date, $ 323.85, 3.08 % — *Date project was completed* ....., *19* .....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The total estimated amount of crushed gravel placed in the three stockpile sites on this project was 1820 cu. yds., to and including January 15th. This total including all sizes was distributed as follows:- Rickreall Site, 1054 Cu. Yds., Independence Site, 396 Cu. Yds., and Dallas Site, 370 Cu. Yds.

The Dallas Plant was not operated during the week, because of too much snow, and the Independence Plant was down because of high water. The plant bunkers were being rebuilt at the Independence Sand & Gravel Co plant, at Independence.

Gus Eksman, Inspector, has been checking on operations on this contract and reports the only activity on the project, was the hauling of ¼" - 0" material from the stockpile near the plant at Independence to the site at Rickreall. Two trucks were used to haul this material.

On Thursday January 15th. the field party remeasured the maintenance stockpiles at Maple Grove, for Mr. Farrar, and checked on the quantities which had been placed in stockpiles on this contract for monthly estimate purposes.

A monthly estimate was made and submitted to the Division Office on Friday January 16th.

RECEIVED
JAN 19 1942
OFFICE OF
DIVISION ENGINEER
DIVISION 1

JAN 20 1942

NOTED
RAY WERRE M. BOOTH

Signed H. L. Swart

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			7,000		
Estimated quantities moved or placed to date			1,820		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 11	Freezing		
Monday 12	Cold, fog		
Tuesday 13	Wet fog		
Wednesday 14	Cold, clear		
Thursday 15	Cold, cloudy		
Friday 16	Fog, cloudy		
Saturday 17	Wet fog		

STATE PRINTING DEPT.

RECEIVED
NOV 2 2 1941
FOR FILING

27-4208

R

November 21, 1941

Independence Sand & Gravel Company
Independence, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2543 which was awarded to you on November 18, 1941, by the State Highway Commission covering the Rickreall Rock Production Project on state highways near Rickreall, in Polk County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM Secretary

RECEIVED
NOV 21 1941
FOR FILING

R

27-4208

November 19, 1941

Independence Sand & Gravel Co.
Independence, Oregon

Gentlemen:

The State Highway Commission on November 18, 1941, awarded you the contract for the Rickreall Rock Production Project on state highways near Rickreall, in Polk County. This award was based on your low bid of $10,500.00, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - H. H. Probert
G. E. Pearson

130-101[illegible] Gerking School-Athena Section
Athena-Holdman Secondary Highway 1941
#2544

RECEIVED
JAN 2 0 1943
FOR FILING

130-1018

January 25, 1943

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2544, for construction of the Gerking School-Athena Section of the Athena-Holdman Secondary Highway, in Umatilla County, has been completed by the contractor, R. O. Dail & Warren Bros., and that final settlement in the amount of $925.56 will be made on or after February 4, 1943.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above-mentioned contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $28,436.79 and that no force account work was performed therein. This contract was completed on June 24 and was accepted by the State Highway Commission on July 23, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
A. L. MONSON

R.H. Boldock

130-1018

October 14th, 1942

NOTED

FINAL COST ANALYSIS

Athena-Holdman Secondary Highway — Gerkins School-Athena Section
Contract #2544 — Grade, Surface & Oil — Prefix #130-1018
R. O. Dail & Warren Bros., Contractors
L. R. Chandler, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$89.18	All				$600.00
St. Excav., Unclass.	54.62	25.4	Cu. Yd.	$2.15	$2.00	50.80
Tr. " "	34.28	17.8	" "	1.93	2.00	35.60
Gen. Excav., Unclass	2,851.03	8,443.4	" "	0.34	0.50	4,221.70
Short Overhaul	800.00	17,976.7	Yd. Sta.	0.04	0.05	898.84
Long "	80.00	423.62	C-Yd. Sta.	0.19	0.20	84.72
Finish Roadbed & Slopes	720.88	2.97	Mile	242.72	400.00	1,188.00
12" Concrete Pipe	119.29	78	Lin. Ft.	1.53	1.50	117.00
18" " "	95.74	39	" "	2.45	4.00	156.00
48" " "	186.74	20	" "	9.34	10.00	200.00
1"-0 Rock in Base	10,934.39	5,378.5	Ton	2.03	1.90	10,219.15
Sprinkling	202.23	350.25	M-Gal.	0.58	2.00	700.50
Preparation of Base	117.05	2.97	Mile	39.41	150.00	445.50
Furnish & Place Aggregates	4,013.92	1,128.5	Ton	3.56	3.00	3,385.50
Furnish & Place 151-200 Asphalt	3,256.82	79.85	"	41.25	35.00	2,794.75
Furnish & Place RC-3 Asphalt	1,279.75	31.1	"	41.13	30.00	933.00
3/4"-½" Cr. Material in Stockpile	830.77	484.1	Cu. Yd.	1.72	1.75	847.18
½"-¼" Cr. Material in Stockpile	467.12	272.8	" "	1.72	1.75	477.40
¼"-10 Mesh Cr. Material in Stockpile	256.69	151.4	" "	1.70	1.75	264.95

Final Cost Analysis
Athena-Holdman Secondary
Gerkins School-Athena Section
10/14/42

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing of Stockpile Sites	$19.78	All				$110.00
Leveling S.P. Sites	7.53	"				25.00
Woven Wire Stock Fence	304.83	159.95	Rod	$1.91	$2.50	399.88
Gates in " "	42.08	2	Each	21.04	25.00	50.00
PA #1, Salvage Culvert Pipe	100.88	272	Lin. Ft.	0.37	0.50	136.00
	$26,865.60					$28,341.47

Gross Revenue	$28,341.47
Total Cost	26,856.60
Net Profit	$1,484.87

Net Profit Equals 5.3% of Gross Revenue

NOTED
State Highway Engineer

Gerkins School-Athena

Detail of Cost

Labor:					
Supervision				$1,515.00	
Labor				6,815.46	
State Industrial Accident Insurance				599.64	
Social Security & Unemployment Insurance				463.16	
					$9,393.26
Materials:					
12" Concrete Pipe	78	lin. ft.	at $0.85	$66.30	
18" " "	39	" " "	1.35	52.65	
48" " "	20	" " "	6.40	128.00	
Asphalt				1,173.20	
Freight on Asphalt				1,097.90	
Stock Fence	159.95	Rods	" 0.70	111.97	
Posts for Stock Fence		All		37.75	
Gates in Stock Fence	2	Each	14.10	28.20	
					2,695.97
Equipment Rental, Supplies & Misc.:					
Equipment Rental (Includes Repairs)				$6,551.00	
Rented Equipment (Includes Gas, Oil & Grease)				2,379.37	
Gas, Oil & Grease				2,244.99	
Lumber				176.99	
Cement				7.60	
Drill Bits				17.12	
Welding Rod				55.80	
Oxygen				17.97	
Powder				206.16	
Broom Cores				59.86	
Freight				116.20	
P.U.C. Fees				78.83	
Small Tools & Misc. Supplies				1,801.50	
Bond				262.98	
Home Office & General Overhead				800.00	
					14,776.37
T o t a l					$26,865.60

Gerkins School-Athens

Breakdown of Crushing Costs

Item	Quantity	Cost	Unit Cost
Move In & Set Up	7,642 Ton	$1,431.40	$0.187 per Ton
Load to Plant	" "	866.30	0.113 " "
Haul " "	" "	495.80	0.065 " "
Drill and Shoot	" "	492.40	0.065 " "
Crush	" "	3,090.60	0.404 " "
T o t a l	7,642 Ton	$6,376.50	$0.834 per Ton

Breakdown of Hauling Costs

Item	Quantity	Av. Haul	Total Haul	Cost	Unit Cost
Hauling 1"-0 Rock in Base	5,[illegible] Ton	3.5 Mile	18,[illegible] Ton Mi.	$1,543.66	$0.082 per Ton Mi.
Hauling Mineral Aggregate	1,[illegible] "	3.5 "	2,257 " "	1,092.17	0.484 " " "
Hauling Stockpile Rock*	926.3 C.Y.= [illegible] Ton	2.5 "	2,[illegible] " "	[illegible]	[illegible] " " "

* One yard mile = 2.43 Ton Mile

Remarks:

This was a "State Project" which was bid and awarded to the contractor October 17th, 1941. Work was started on the plant set-up February 12th, 1942, and grading operations began March 10th. Crushing and grading were completed May 10th, oiling was started June 8th, and finished June 24th, 1942.

Equipment used consisted of two RD-8 tractors and 15 cu. yd. carryalls, one #12 blade, one 10-ton roller, five 4 cu. yd. trucks, one ½ cu. yd. shovel, one oil distributor, one 1,000-gal. oil tender, one retort and boiler, one flatbed truck used for grease wagon, one pick-up and the contractor's small portable crusher.

The RD-8 tractors and carryalls used were hired with drivers by the contractor and handled the excavation in fair shape. Crushing operations were very slow due to lack of labor and poor supervision. Considering the fact that shooting costs were very small and that the rock broke easily, the cost per ton should have been considerably less. Oiling costs were extremely high. The contractor did not seem to be able to get started, and due to inefficiency and breakdowns made very little progress after finally starting. The oiling operations normally should have been completed in either three or four working days, but the contractor used sixteen days elapsed time to complete 2.97 miles of O-9 surface.

Poor supervision and numerous breakdowns slowed the crushing and oiling operations and resulted in the small profit shown.

E. H. Clymer
Cost Analyst

By . . C. E. Paulsen

RECEIVED
OCT 15 19
FOR FILING

130-1018

October 14, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Dedell Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to R. G. Dail and Warren Brothers on contract No. 2544, covering work on the Gerking School-Athena Section of the Athena-Holdman Secondary Highway, in Umatilla County. This payment, in the amount of $1,924.15, will be made on or after October 24, 1942. The retained percentage is $850.24.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

NOTED
A. L. MONSON

RECEIVED
SEP 11 1942
FOR FILING

120-1018

September 11, 1942

Standard Oil Company of Calif.
Spokane, Washington

Attention: A. H. Crawford

Gentlemen:

In reply to your letter of September 9, 1942, we advise that R. O. Dail & Warren Brothers' contract No. 2544 was completed on June 24 and was accepted by the State Highway Commission on July 23, 1942.

Very truly yours,

AM

Secretary

RECEIVED
JUL 22 1942
FOR FILING

13C-101B

July 21, 1942

United States Fidelity & Guaranty Co.
Raymond C. Weiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have been advised by R. L. O'Neil and Son that their claim, in the amount of $432.00, for equipment rental against R. O. Dail and Warren Brothers on contract No. 2544 for grading and surfacing the Gerking School-Athena Section of the Athena-Holdman Secondary Highway, in Umatilla County, has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mx

cc - R. O. Dail & Warren Bros., Inc.
8919 S. E. Foster Road
Portland, Oregon

NOTED
D. G. DeSart

RECEIVED
JUL 22 1942
FOR FILING

130-1018

July 21, 1942

M. L. O'Neil and Son
Stanfield, Oregon

Gentlemen:

Thank you for your letter of July 20 advising that your claim against R. G. Dail and Warren Brothers on contract No. 2544, for grading and surfacing the Gerking School-Athena Section of the Athena-Holdman Secondary Highway, has been paid in full.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/m

NOTED
D. G. DeSart

R. J. O'NEIL

M. L. O'NEIL & SON

HIGHWAY CONTRACTOR

~~Jordan Valley~~, Oregon
Stanfield,

July. 20 - 1942.

Oregon State Highway Comm
Salem, Ore

Gentlemen -

This letter is to inform you we are recalling the claim against R.O. Dail + Warren Bros. As we received a check from them in full.

Yours Very Truly
M. L. O'Neil + Son

REFERRED TO
De Sart
BY SECRETARY

Prepare usual letters

RECEIVED

RECEIVED
JUL 16 1942
FOR FILING

130-1018

July 15, 1942

M. L. O'Neil & Son
Stanfield, Oregon

Gentlemen:

This acknowledges receipt of your letter of July 14, 1942, advising that you have a claim, in the amount of $432.00, against R. O. Dail & Warren Brothers in connection with Contract No. 2544 which is for grading, surfacing and oiling the Gerking School-Athena Section of the Athena-Weldman Secondary Highway, in Umatilla County.

In accordance with our usual practice, we are today bringing your claim to the attention of the contractor and the surety on the bond furnished by the contractor. We are also forwarding your letter to the surety company, as requested. For your information, the bond in connection with this contract was written by the United States Fidelity & Guaranty Company for whom Raymond C. Weiss is local agent with offices in the Rodell Building, Portland.

If you do not secure satisfaction of your claim within a reasonable length of time, we suggest that you file it with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws 1939, a mimeographed copy of which is inclosed. You will note that, in order to hold the bond liable, your claim must be filed in the office of the Secretary of State within six months from date of completion of the contract and acceptance of the same by the State Highway Commission.

The contract was completed on June 24, 1942, but has not as yet been accepted by the State Highway Commission.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

NOTED
D. G. DeSart

July 15, 1942

United States Fidelity & Guaranty Co.
Raymond C. Heiss, Agent
Bedell Building
Portland, Oregon

Gentlemen:

The State Highway Commission has today been advised that M. L. O'Neil & Son have a claim, in the amount of $432.00, against R. O. Dail & Warren Brothers in connection with state highway contract No. 2544 which is for grading, surfacing and oiling the Gerking School-Athena Section of the Athena-Holdman Secondary Highway, in Umatilla County. The claim represents the use of a #12 Motor Patrol (28) days at $15.00 per day and damage of a tire on same for $12.00, total $432.00.

This information is given you inasmuch as you appear surety on the bond furnished by the contractor in connection with the above-mentioned contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - R. O. Dail & Warren Bros.
8919 S. E. Foster Road
Portland, Oregon

NOTED
D. G. DeSart

R. J. O'NEIL

M. L. O'NEIL & SON

HIGHWAY CONTRACTOR

~~Ione, Oregon~~
Stanfield, Oregon
July 14, 1942

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We would like to place a claim against the Athena-H oldman Secondary Highway constructed by R.O. Dail & Warren B ros. Our claim will consist of: The use of a #12 Motor Patrol (28) days @ $15.00 per day and damage of a tire on same for $12.00 and amounting to $432.00.

Very truly yours,
M.L.O'Neil & Son
By M. L. O'Neil

MLO:eo

REFERRED TO
Dehart
BY SECRETARY
usual letters

Highway
Salem
Ore.

Will you please forward
the enclosed letter addressed
to R.O. Dail & Warren Bros.
to their Surety Co.
Enclosed envelope for same.

Yours Very Truly
M.L. O'Neil & Son

RECEIVED
JUL 15 1942
STATE HIGHWAY COMMISSION

Form E-1—634—6-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT No 21

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 27, 1942

Section Gerking School - Athena

Kind of work Grading, Surfacing and Oiling

Highway Athena - Holdman

Section prefix 130-1018

Contractor R. O. Dail & Warren Bros., Inc.

Contract number 2544

Date of contract Nov. 18, 1941

Date of completion July 31, 1942

Date work started Feb. 10, 1942

Estimated date of completion June 24, 1942

Amount of contract $26,288.50

Per cent of time elapsed 87 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 27,340.04

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 1550.00, 100 %

Date project was completed June 24, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor finished this project on the 24th.

PAY WEBBER

RECEIVED
JUN 29 1942
OFFICE ENGINEER

NOTED
E. C. SMITH

222 Of 256 days

NOTED
E. M. DOOTT

Signed L. R. Chandler

Address Pendleton Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.97	2.97		2.97	
Miles partially completed					
Miles completed	2.97	2.97		2.97	
Total estimated quantities	8,000	5,200			
Estimated quantities moved or placed to date	8,000	5,2000			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., Move Out. ....., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Warm		
Monday	"		
Tuesday	Unsettled		
Wednesday	"		
Thursday	Rain		
Friday	"		
Saturday	Clearing		

STATE PRINTING DEPT.

RECEIVED
FEB 16 1942
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Pendleton Oregon
February 14, 1942

130-1018

Subject: Start Gerking School - Athena Job.

FEB 16 1942

To: Mr. R. H. Baldock
Chief Engineer
Salem Oregon.

Dear Sir;-

Please be advised that the contractor, R.O.Dale & Warren Bros. Inc. started work February 12, 1942 on Gerking School Section of Athena & Holdman Secondary Highway, a state job. Perfix 130-1018 under contract No. 2544.

Very truly yours.

NOTED
State Highway Engineer

L.R. Chandler
Resident Engineer.

CC H.G.Smith
Paul Van Scoy

RECEIVED
DEC 29 1941
FOR FILING

130-1018

R

December 27, 1941

R. O. Dail & Warren Bros.,
8919 S. E. Foster Road
Portland, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of contract No. 2544, awarded to you on November 18, 1941, for grading, surfacing and oiling the Gerking School-Athena Section of the Athena-Holdman Secondary Highway, in Umatilla County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KR

NOTED
D DeSart

RECEIVED
NOV 22 1941
FOR FILING

130-1018

November 21, 1941

R. O. Dail & Warren Bros., Inc.
5919 S. E. Foster Road
Portland, Oregon

Gentlemen:

We are forwarding you today, by express, four copies of contract No. 2544 which was awarded to you on November 18, 1941, by the State Highway Commission covering grading, surfacing and oiling on the Gerking School-Athena Section of the Athena-Holdman Secondary Highway, in Umatilla County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

MM

Secretary

RECEIVED
NOV 21 1941
FOR FILING

130-1018

November 19, 1941

R. O. Dail & Warren Bros.
8919 S. E. Foster Road
Portland, Oregon

Gentlemens

The State Highway Commission on November 18, 1941, awarded you the contract for 2.97 grading, surfacing and oiling, on the Gerking School-Athena Section of the Athena-Holdman Secondary Highway, in Umatilla County. This award was based on your low bid of $26,268.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - E. H. Probert
C. S. Pearson

34-1114 Sylvan-West Slope Section
Tualatin Valley Highway 1941

#2545

RECEIVED
NOV 7 1942
FOR FILING

36-1114

November 6, 1942

Mr. J. L. Perry
Pacific Telephone and Telegraph Co.
730 S. W. Oak Street
Portland, Oregon

Dear Sir:

Reference is made to your telephone call of this date concerning the Porter W. Iott Contract, No. 2545 for the grading and paving of the Sylvan-West Slope Section of the Tualatin Valley Highway in Washington County.

You are advised that this contract was completed on June 26, 1942, and was accepted by the State Highway Commission on July 23, 1942. The bond furnished was written by the Continental Casualty Company for whom Tate, Westenfelder and Berg, Inc., Wilcox Building, Portland, are resident agents.

For your information and convenience I am attaching hereto a mimeographed copy of Chapter 517, Oregon Laws 1939, which will furnish you with the data required in connection with filing claims against the contractor on public work.

Yours very truly,

R. H. Glaisyer
Secretary

Dictated by: James McFarland

RECEIVED

34-1114

August 29, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2545, covering grading and paving on the Sylvan-West Slope Section of the Tualatin Valley Highway, in Washington County. This payment, in the amount of $6,736.28, will be made on or after September 8, 1942. The retained percentage is $3,136.09.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

NOTED
D. G. DeSart

Form E-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 22nd. 1942., 19

Section Sylvan - West Slope. *Kind of work* Grading and Paving

Highway Tualatin Valley *Section prefix* 34-1114; State.

Contractor Porter W. Yett *Contract number* 2545

Date of contract Nov. 18th. 1941., 19 *Date of completion* July 31st. 1942., 19

Date work started Feb. 24th. 1942., 19 *Estimated date of completion* June 26th. 1942., 19

Amount of contract . . . . . $ 100,664.50 *Per cent of time elapsed* 86.8 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 104,014.40

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 5900.00, ... % *Date project was completed* June 26th. 1942., 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semifinal estimate has been completed, together with the supporting notes. The final profile will be finished today.

RECEIVED
AUG 24 1942

Signed A. B. Dean

Address 9200 SE McLoughlin Blvd. Port.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.44				
Miles partially completed	1.44				
Miles completed	1.44				
Total estimated quantities	11,500 sy				12,600 sy
Estimated quantities moved or placed to date	11,500 sy				12,600 sy
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

34-1114

CROSS REFERENCE SHEET

Name or Subject

Petition for access to Canyon Road

File No.

Regarding Petition signed by numerous Portland taxpayers re construction of access to Canyon Road from north end of Gabel Road. Footpath to be constructed.

Date 3/26/42
7/18/42

SEE

Name or Subject

ADMINISTRATION
Petitions
Washington Co.

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves should be filed under name or subject after "SEE."

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34-1114

R

December 27, 1941

Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of each of the following contracts:

Contract No. 2545 for the grading and paving of the Sylvan-West Slope Section of the Tualatin Valley Highway, in Washington County, awarded to you November 18, 1941.

Contract No. 2547 for grade widening of the Interstate Bridge-Oregon Slough Section of the Pacific Highway East, in Multnomah County, awarded to you December 4, 1941.

These copies are for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

KR

NOTED
D DeSart

RECEIVED
JAN - 7 1942
FOR FILING

37-1114

R

December 12, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

Your attention is called to an error made in preparing the contract for the Sylvan-West Slope Project (Contract No. 2545), which error will have to be corrected before the contract can be executed by the Highway Commission.

The error referred to is in the unit price shown for "Long Overhaul" (Item No. 8) on Sheet No. 1 of the Schedule of Contract Prices. This unit price is shown as $50.00 per 100 cubic yard stations, whereas the price bid is 50¢ per 100 cubic yard stations.

We propose to make this correction in pen and ink in each of the four copies of the contract which you have already signed and, to avoid any possible future misunderstanding, we desire your written approval of the correction. Please, therefore, indicate your approval of the correction by signing in the space provided at the bottom of this letter, and by returning the original or first copy of the letter to us.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Portland, Oregon, December ___, 1941.

I hereby approve and consent to the correcting of an error in the contract for the Sylvan-West Slope Project (Contract No. 2545) as explained in the above letter.

Porter W. Yett

Original copy signed by contractor is attached to original copy of letter.

RECEIVED
NOV 2 2 1941
FOR FILING

34-1114

R

November 21, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth Street
Portland, Oregon

Dear Sir:

We are sending you today, by express, four copies of contract No. 2545 which was awarded to you on November 18, 1941, by the State Highway Commission covering grading and paving on the Sylvan-West Slope Section of the Tualatin Valley Highway, in Washington County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

[redacted]

Secretary

RECEIVED
NOV 21 1941
FOR FILING

34-1114

November 19, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth St.
Portland, Oregon

Dear Sir:

The State Highway Commission on November 18, 1941, awarded you the contract for 1.44 miles grading and paving on the Sylvan-West Slope Section of the Tualatin Valley Highway in Washington County. This award was based on your low bid of $100,664.50, submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

cc - S. M. Probert
G. S. Paxson

22-4203 Halsey Rock Production 1941
Pac. Hwy. E. & Halsey-Sweethome Secd.

#2546

RECEIVED
SEP 21 1942
FOR FILING
22-4-03

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Turner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that A. E. Sexton & Son's contract, No. 2546, was completed on April 1, 1942, and was accepted by the State Highway Commission on April 30, 1942.

Very truly yours,

AM Secretary

R H BALDOCK

22-4203

June 16th, 1942

FINAL COST ANALYSIS

Halsey-Sweethome Rock Production
Prefix 22-4203-201

Pacific Highway
Contract 2546

RECEIVED
JUN 23 1942
FOR FILING

A. H. Saxton & Son, Contractor
Hedda Swart, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in S.P.	$5,801.80	5,654.77	Cu. Yd.	$1.026	$1.16	$6,559.53
½"-¼" " " " "	5,914.25	5,764.39	" "	1.026	1.16	6,686.69
¼"-0 " " " "	4,217.80	4,110.9	" "	1.026	1.05	4,316.45
Hauling Cr. Rock, Pile Measure	8,478.97	96,344.33	Yd. Mi.	0.088	0.08	7,707.55
Stockpile Screen Rejects	734.96	2,939.83	Cu. Yd.	0.25	0.25	734.96
PA #1, Furnish & Place Screen Rejects	292.50	1,170	Cu. Yd.	0.25	0.25	292.50
PA #1, Haul Screen Rejects	333.82	4,172.7	Yd. Mi.	0.08	0.08	333.82
Cr. Rock Sold to Linn County	7,761.25	8,261	Cu. Yd.	0.94	1.063	8,781.42
	$33,535.35					$35,412.92

Gross Revenue $35,412.92

Total Cost 33,535.35

Net Profit $1,877.57

Net Profit Equals 5.3% of Gross Revenue

NOTED
State Highway Engineer

Contract 2546

Detail of Cost

Labor:

Supervision, A. H. Saxton 3 mos. at $300.00	$900.00	
Labor	9,737.58	
State Industrial Accident Insurance	864.60	
Unemployment Insurance	235.93	
Social Security	87.38	
		$11,825.49

Equipment Rental, Supplies & Misc.:

Equipment Rental, Including Repairs	$8,720.00	
Hired Trucks	3,961.50	
Gas, Oil & Grease	4,534.28	
Explosives	1,674.18	
Lumber	821.09	
Misc. Supplies & Small Tools	1,415.71	
Interest	100.12	
Bond	171.30	
Office Expense	212.50	
Freight	79.18	
		21,709.86
Total Cost		$33,535.35

Remarks:

This contract was bid and awarded November 13th, 1941. Work was started December 8th, 1941, and the contract was finished April 1st, 1942.

The contractor elected to use the county quarry located 3 miles east of Shedd instead of the State Highway quarry which is located adjacent to the county quarry. The county had been opened up, and the State Highway quarry has not been opened up.

The quarry is spotted with some soft rock, some rock that breaks up fine and some rock that breaks up in large pieces. By careful selection a fine quality of crushed rock was produced. Washing was required to produce clean rock as the crushing was done during rainy season.

Slow progress was made on setting up the plant due to winter weather. Five weeks were required, and the cost was $3,200.00 which is very high for a small job.

The contractor produced 8,261 cu. yd. of crushed rock for Linn County which increased the amount of production 34% and decreased the unit cost of setting up. It also took care of the royalty on rock used from county quarry and provided an opportunity to clean up the quarry before starting on production for the State Highway.

The plant, consisting of a 15" x 36" jaw crusher, 1 - 2'4" Traylor, 1 - 1'8" Telesmith, 1 - 3' x 8' single-deck Simplicity screen, powered with 1 - 120 h.p. Cummings motor and 3 - PD 40 motors, operated 728 hours to produce 8,261 cu. yd. for the county and 15,530 cu. yd. for the State, a total of 23,791 cu. yd., at an average rate of 32 cu. yd. per hour. The crusher operated two 8-hour shifts per day, but there was considerable delay due chiefly to winter weather.

The quarry was shot twice. One 36-foot coyote loaded with 2½ tons of explosives, produced about 9,000 cu. yd. of loose rock, and a second coyote loaded with 3¼ tons of explosives produced about 14,000 cu. yd. of loose rock.

A small profit was made on the job, and a better profit would have been made with favorable weather. In order to hold the crew men were kept on the payroll when little work could be accomplished, which increased the cost.

E. H. Clymer
Cost Analyst

RECEIVED
JUN 11 1942
FOR FILING

22-4208

June 10, 1942

Maryland Casualty Co.
Mansfield & Co.
302 Lewis Bldg.
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2546 for work on the Halsey Rock Production Project, on the Pacific Highway East and the Halsey-Sweet Home Secondary State Highway, in Linn County, has been completed by the contractors A. H. Sexton & Son, and that final settlement will be made on or after June 20, 1942.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $26,631.90, including final payment, and that no force account work was performed therein. This contract was completed on April 1, 1942, and accepted by the Commission on April 30, 1942.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. G. DeSart

RECEIVED
JUN 1 1942
FOR FILING

May 29, 1942

Maryland Casualty Company
Mansfield & Co.
302 Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. H. Stanton & Son on contract No. 2546, covering the Halsey Rock Production Project on the Pacific Highway East and the Halsey-Sweet Home Secondary Highway, in Linn County. This payment, in the amount of $5,074.85, will be made on or after June 9, 1942. The retained percentage is $798.95.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

RS Secretary

NOTED
D. G. DeSart

Form B-1—OM—8-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 4, 19 42

Section Halsay Rock Production — *Kind of work* Crushed Rock in Stockpile

Highway Pacific East & Halsey Sweet Hom — *Section prefix* 22-4203

Contractor A. H. Saxton & Son — *Contract number* 2546

Date of contract Nov 25, 19 41 — *Date of completion* June 30, 19 42

Date work started Dec 8, 19 41 — *Estimated date of completion* April 1, 19 42

Amount of contract . . . . . $ 22,840.00 — *Per cent of time elapsed* 60 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 23,270

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 915.00, 4.01 % — *Date project was completed* April 1, 19 42

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The contractor completed all crushing and shaping stockpiles on April 1st. The remainder of week was spent tearing down crusher which is being moved to the Flagstone quarry near Jewell.

The engineering party has measured all stockpiles except those at MP90.69 (0.6 mile East) and the reject material at the plant

RECEIVED
APR 7 - 1942
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
APR 7 - 1942

H S Swart

Signed H.S. Swart Res. Const. Engr.

Address Salem, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			15,000c.y		
Estimated quantities moved or placed to date			15,000 c.y		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			2		
Hours per shift			8		
Average force on project for week			25		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%;

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	21					4	25
Men and teams							
Men and trucks under 3 tons	1						1
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....1...., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants ....1.....

Compressors ....1...., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		Monday the plant was down for 9hours due to
Monday	Fair		breakdown of the shevel. A large rock brake
Tuesday	Showers		the swing gear.
Wednesday	Fair		
Thursday	Fair		
Friday	Showers		
Saturday	Clody		

STATE PRINTING DEPT.

RECEIVED
NOV 27 1941
FOR FILING

22-4203

November 26, 1941

A. H. Saxton and Son
Irrigon, Oregon

Gentlemen:

We are sending you today, by express, four copies of contract No. 2546 which was awarded to you on November 25, 1941, by the State Highway Commission covering the Halsey Rock Protection Project on the Pacific Highway East and Halsey-Sweethome Secondary Highway, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 15, of the printed General Provision, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page relating to the payment by the contractor of amounts due hospital association, etc.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

MM

RECEIVED
MAY 8 1942
FOR FILING

22-4203

November 25, 1941

A. H. Sexton & Son
Route 2
Corvallis, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for the Haley Rock Production Project on the Pacific Highway East and Haley-Sweethome Secondary Highway, in Linn County. This award was based on your low bid of $22,240.00 submitted on November 18, 1941.

Contract forms will be sent to you within a few days.

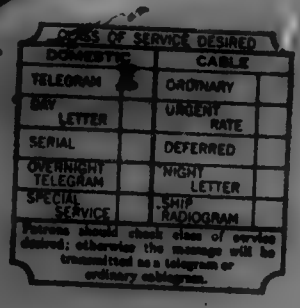
Very truly yours,
STATE HIGHWAY COMMISSION

By

MM Secretary

cc - S. H. Probert
G. S. Paxson

See corrected



AGENDA
DEC 18 1941
57

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON NOVEMBER 25 1941

A. E. SAXTON & SON
ROUTE 2
CORVALLIS OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR HALSEY ROCK PRODUCTION PROJECT ON PACIFIC HIGHWAY EAST AND HALSEY-SWEETHOME SECONDARY HIGHWAY IN LINN COUNTY BASED ON YOUR LOW BID SUBMITTED NOVEMBER 18 1941. CONTRACT FORMS FOLLOW SHORTLY.

H B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

File

26-1152 Interstate Bridge-Oregon Slough Sec.
Pacific Highway East 1941
#2547

RECEIVED
JAN 12 1944
FOR FILING

26-11S 2
2547

January 10, 1944

Mr. Harvey Wells, President
Hayden Island Amusement Co.
412 Failing Building
Portland, 4, Oregon

Dear Mr. Wells:

This is a delayed reply to your letter of December 28, which I found on my desk when I returned the other day from a trip to Arizona.

My wife and I enjoyed Arizona sunshine for two weeks, as well, of course, as a fine visit with our son and his wife and two grandchildren. Sure hated to leave.

As requested, I am sending to you today by express a copy of Porter Lett's contract No. 2547, for grade-widening on the Interstate Bridge-Oregon Slough Section, which is the contract that I think you have in mind. Sorry that this was not sent to you sooner. If there is anything special about this contract or the work involved that you would like to know, I will be glad to advise you upon request.

Thanking you for your good wishes, and extending to you my best wishes that you will have continued happiness and prosperity throughout the coming year, I remain

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HEG:RS

HAYDEN ISLAND AMUSEMENT CO. OPERATORS OF

PARK OFFICE MURDOCK 7272
CITY OFFICE EAST 1183

Jantzen Beach Park

MAIL ADDRESS
~~JANTZEN CENTER~~
412 Failing Building
PORTLAND, OREGON

December 28, 1943

H.B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

I believe that in 1940 or 1941 the Highway Commission called for bids for widening the bank of highway 99 between the exit of Jantzen Beach Park and the Oregon Slough Bridge. The contract was let to Porter Yett and I believe you arranged for a borrow pit on Hayden Island. There were certain other requirements and allowances, but I have misplaced the copy of the contract or agreement and my Board has asked for information concerning this project.

I would appreciate it if you could send me a copy of the contract that was let to Porter Yett and such other information necessary for me to have in order to explain to my Board of Directors.

With kindest personal regards and best wishes for the New Year I remain

Very truly yours,

Harvey Wells

President.

ANSWERED
H. B. GLAISYER

RECEIVED
DEC 29 1943
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 3 - 1942
FOR FILING

July 1, 1942

Shell Oil Company, Inc.
1220 S. W. Morrison St.
Portland, Oregon

Gentlemen: Attention Frank J. Hurner

In accordance with your letter of June 29 you are advised that contract No. 2547, with Porter W. Yett, was completed January 31, 1942, and accepted by the State Highway Commission March 20, 1942. The total amount of money paid on this contract was $3,062.71.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

ES

NOTED
D. G. DeSart

RECEIVED
MAY 7 1942
FOR FILING

26-1152
2547

May 6, 1942

Mr. Porter W. Yott
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission, at its meeting on March 20, 1942, granted you the extension of time requested, from January 15 to January 31, 1942, without penalty, in connection with contract No. 2547 for grade widening on the Interstate Bridge-Oregon Slough Section of the Pacific Highway East, in Multnomah County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

AM

cc - W. G. Williams

RECEIVED
APR 6 1942
FOR FILING

26-11E-2
2547

April 4, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

Gentlemens

You are hereby notified that State Highway contract No. 2547 for work on the Interstate Bridge-Oregon Slough Section of the Pacific Highway East, in Multnomah County, has been completed by the contractor, Porter W. Yett, and that final settlement will be made on or after April 14, 1942.

The State is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $3,062.71, including final payment, and that no force account work was performed therein. This contract was completed on January 31, 1942, and accepted by the Commission March 20, 1942.

Very truly yours,
State Highway Commission

By

Secretary

MH

NOTED
L. DeSart

RECEIVED
FEB 25 1942
FOR FILING

26-1152
2547

February 25, 1942

Continental Casualty Company
Tate, Westenfelder & Berg, Inc.
Wilcox Building
Portland, Oregon

[redacted]

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Porter W. Yett, on contract No. 2547, covering work on the Interstate Bridge-Oregon Slough Section of the Pacific Highway East, in Multnomah County. This payment, in the amount of $2,000.98, will be made on or after March 7, 1942. The retained percentage is $500.00.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

RECEIVED
D. DeSart

Form E-1—SM—4-41

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 14th. 1942., 19

Section Interstate Brg. - Oregon Slough Brg. *Kind of work* Grading.

Highway Pacific Highway East. *Section prefix* 26-1152; State.

Contractor Porter W. Yett *Contract number* 2547

Date of contract December 4th. 1941., 19 *Date of completion* January 15th. 1942, 19

Date work started December 26th. 1941., 19 *Estimated date of completion* Jan 31st. 1942., 19

Amount of contract . . . . . $ 3,820.00 *Per cent of time elapsed* 138 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 3,063.87

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 225.00, ... % *Date project was completed* January 31st. 1942, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This job has been completed both in field and office.

The semi-final estimate and supporting records have been delivered to the Division office to day.

This is the final report on this job.

RECEIVED
FEB 16 1942
STATE HIGHWAY DEPT.
SALEM, OREGON

Signed A. B. Yeaw,

Address 9200 SE McLoughlin Blvd. Port. Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.25				
Miles partially completed					
Miles completed	.25				
Total estimated quantities	4000 cy				
Estimated quantities moved or placed to date	3009 cy				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	Fair		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
DEC - 6 1941
FOR FILING

26-115-2
2547

December 5, 1941

Porter W. Zell
6800 N. E. Ainsworth
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2547 which was awarded to you by the State Highway Commission on December 4th, 1941, covering grade widening on the Interstate Bridge-Oregon Slough Section of the Pacific Highway East, Multnomah, County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 6, Page 14, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

MB

NOTED
D. . DeSart

RECEIVED
DEC - 5 1941
FOR FILING

26-1152
2547

December 4, 1941

Mr. Porter W. Yett
6500 N. E. Ainsworth
Portland, Oregon

Dear Sir:

The State Highway Commission today awarded to you the contract for construction of the Interstate Bridge-Oregon Slough Section of the Pacific Highway East, consisting of 0.27 mile roadbed widening just south of the Interstate Bridge in Multnomah County.

This award is made on the basis of your bid of $9,820.00 submitted at the Highway Commission's meeting on November 18, 1941, and is subject to the following special provisions:

1. The contractor relieves the Highway Commission of all responsibility in connection with the obtaining of a preference rating for the project, and agrees to perform the work called for by the contract, without a preference rating, if necessary.

2. The contractor agrees to perform such hauling of materials as he may do over privately-owned properties, in a manner satisfactory to the owners of said properties. He agrees also to promptly, and at his own expense, repair whatever damage may result to privately-owned properties and to the improvements thereon from such hauling and, upon completion of the hauling, to restore said properties and improvements to conditions at least equal to their conditions at the time the hauling operations are commenced.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HSC:AM Secretary

cc - Mr. Probert
Mr. Paulsen

SUPPLEMENTAL SPECIAL PROVISIONS

The award of this contract is made, and is accepted, with the understanding that the following provisions will apply and will take precedence over any provisions hereinbefore or hereinafter given which may be in conflict therewith.

1. The contractor relieves the Highway Commission of all responsibility in connection with the obtaining of a preference rating for the project, and agrees to perform the work called for by the contract, without a preference rating, if necessary.

2. The contractor agrees to perform such hauling of materials as he may do over privately-owned properties, in a manner satisfactory to the owners of said properties. He agrees also to promptly, and at his own expense, repair whatever damage may result to privately-owned properties and to the improvements thereon from such hauling and, upon completion of the hauling, to restore said properties and improvements to conditions at least equal to their conditions at the time the hauling operations are commenced.

RECEIVED
FEB 11 1942
FOR FILING

26-1152
2547

December 2, 1941

Mr. Harvey Wells
412 Failing Building
Portland, Oregon

Contract No. 2547

Dear Mr. Wells:

I wish to thank you for your letter of November 28, addressed to our Construction Engineer, Mr. H. G. Smith, in which letter you consent to our obtaining the sand, which we require for the widening of the highway in front of Jantzen Beach Park, from either or both of the two areas on Hayden Island which have been shown on the plans for the highway widening work as the designated sources for the needed materials.

I assure you that we will require the contractor to exercise care in the hauling of the materials across the property of your Company, and that we will arrange for the prompt repair of any damage that may be done your roads or parking areas.

Your cooperation in this matter is appreciated very much.

Very truly yours,

R. H. Baldock
Chief Engineer

RECEIVED
AUG 19 1941
FOR FILING
Coast
Projects
Primary
26-112
2547

Salem, Oregon
August 14, 1941

Commission Meeting
August 14 & 15, 1941

H. G. Smith

S. H. Hobart

The Commission approved the project between the Interstate Bridge and Oregon Slough, estimated to cost $2,000.

C. B. McCullough

MCM

NOTED
C. B. McCullough

RECEIVED
AUG 18 1941
FOR FILING
Quick
Projects
Bitumens

26-1152
2547 O. S. Peterson

Salem, Oregon
August 18, 1941

Commission Meeting
August 14 & 15, 1941

The Commission approved the widening project between the Interstate Bridge and the Oregon Slough. This roadway is going to be so wide that I am wondering whether a system of side lighting will be adequate.

We are going to have a six foot median strip and it occurred to me that perhaps we should place the lights along the center line of the roadway.

I would like to discuss this matter with you.

C. B. McCullough

CBMcC

NOTED
C. B. McCullough

106-1024 Grants Creek-Powers Section
Powers Secondary Highway 1941

#2048

RECEIVED
JAN 12 1943
FOR FILING

106-102

January 11, 1943

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Warner, Division Credit Manager

Gentlemen:

In reply to your inquiry of January 8, 1943, I wish to advise that Coos Bay Dredging Company's contract, No. 2548, was completed on September 22, 1942, and was accepted by the State Highway Commission on November 5, 1942.

Very truly yours,

AM

Secretary

RECEIVED
DEC 4 1942
FOR FILING

106-102 J

December 4, 1942

Coos Bay Dredging Company
Box 217
Marshfield, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 5, 1942, granted you the extension of time requested, from July 31 to September 22, 1942, without penalty, in connection with contract No. 2548 for surfacing and oiling the Grants Creek-Powers Section of the Powers Secondary Highway, in Coos County.

Very truly yours,

HM

Secretary

cc - Mr. Lytle

RECEIVED
NOV 16 1942
FOR FILING

HANSEN & ROWLAND INC.

106-1024.

November 16, 1942

Hansen & Rowland, Inc.
201 Washington Building
Tacoma, Washington

Attention: H. G. McLellan, Surety Bond Dept.

Gentlemen:

In reply to your inquiry of November 13, 1942, I wish to advise that Coos Bay Dredging Company's contract, No. 2548, for construction of the Grants Creek-Powers Section of the Powers Secondary Highway, in Coos County, was accepted by the State Highway Commission on November 5, 1942.

A voucher, in the amount of $1,434.48, covering final payment is out for signature at the present time. The total amount earned under this contract is $47,792.56.

Very truly yours,

AM

Secretary

HANSEN & ROWLAND INC.

GENERAL AGENTS

TACOMA - SEATTLE - PORTLAND

SURETY BONDS GENERAL INSURANCE

M. T. HANSEN, PRES.

I. C. ROWLAND, SECY.

TACOMA, WASHINGTON

November 13, 1942

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

H. B. Glaisyer, Secretary
Oregon State Highway Comm.
Salem, Oregon

Dear Sir:

RE: BOND NO. 50340 - COOS BAY DREDGING COMPANY,
Favor: State of Oregon - Grants Creek-Powers
Section of the Powers Secondary Highway in
Coos County - Contract No. 2548

You advised in your letter of October 21st that the contract in caption was completed on September 22, 1942 but had not been accepted up to the date of your letter.

We are wondering if it is now possible for you to give us the date of acceptance and the total amount earned under the contract.

We shall appreciate your advices as soon as the above information is available as it is necessary to complete our records.

Yours very truly,

HANSEN & ROWLAND, INC.
General Agents

By R. S. McLellan
Surety Bond Department

REFERRED
BY SECRETARY

HGM

$ 1,434.48

RECEIVED
NOV 13 1942
FOR FILING

106-1024

November 13, 1942

Maryland Casualty Company
Hansen & Rowland, Inc. of Oregon, Agents
406 Title & Trust Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway contract No. 2548 for work on the Grants Creek-Powers Sections of the Powers Secondary Highway, in Coos County, has been completed by the contractor, Coos Bay Dredging Company, Inc., and that final settlement in the amount of $1,434.48 will be made on or after November 23, 1942.

The State is not advised of any unpaid claims for labor or material or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total contract amount is $47,792.56 and that no force account work was performed therein. This contract was completed on September 22, 1942 and accepted by the Commission on November 5, 1942.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

be

NOTED
A. L. MORSON

RECEIVED
NOV 13 1942
FOR FILING

106-1024

November 12, 1942

Babler Brothers
4617 S. E. Milwaukie Ave.
Portland, Oregon

Attention: Lloyd Babler

Gentlemen:

In reply to your inquiry of November 11, 1942, I wish to advise that a voucher, in the amount of $1,434.48, covering final payment to the Coos Bay Dredging Company, in connection with contract No. 2548, was mailed to the company today, for execution.

Very truly yours,

AM

Secretary

HARRY BABLER

LLOYD BABLER

BABLER BROS.

CONTRACTORS

PORTLAND, OREGON

4617 S. E. MILWAUKIE AVE.

November 11, 1942

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:-

Will you please advise us if Coos Bay Dredging Company received their final estimate on the Grants Creek- Power Section, contract #2548.

Yours very truly,

BABLER BROS.

By Lloyd Babler
Lloyd Babler

JHS

REFERRED TO
Miss Morrison
BY SECRETARY

Has not been paid, Yes.
when and the amt -
HBG

RECEIVED
NOV 13 1942
STATE HIGHWAY COMMISSION

RECEIVED
OCT 23 1942
FOR FILING

106-10 Ltd

October 21, 1942

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: H. G. McLellan, Surety Bond Dept.

Gentlemen:

Reply is made to your letter of October 20, 1942, inquiring as to the total amount that has been earned by the Coos Bay Dredging Company in connection with its contract, No. 2548, for the construction of the Grants Creek-Powers Section of the Powers Secondary Highway, in Coos County.

I regret that I am not in position to advise you at the present time as to the total amount earned. This contract was completed on September 22, 1942, but has not as yet been accepted by the State Highway Commission. Furthermore, the final quantities have not been given final check in this office. Sometimes it is necessary to send the field notes back to the field engineer for correction, in which event there are possibilities of changes occurring in the final amounts.

As soon as we know what the final figures are we will advise you.

Very truly yours,

HBG:AM

Secretary

RECEIVED
NOV 2 1942
NORTHWEST

106-1024

October 17, 1942

Maryland Casualty Company
Hansen & Rowland, Inc.
406 Title & Trust Bldg.
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Coos Bay Dredging Company, Inc., on contract No. 2548, covering work on the Grants Creek-Powers Section of the Powers Secondary Highway, in Coos County. This payment, in the amount of $3,665.12, will be made on or after October 27, 1942. The retained percentage is $1,433.76.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM

Secretary

NOTED
A. L. MONSON

Form E-1—6M—9-40

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 26, 1942, 19

Section Grants Creek - Powers

Highway Powers Secondary

Contractor Coos Bay Dredging Co.

Date of contract Dec. 15, 1941, 19

Date work started Feb. 21, 1942, 19

Amount of contract . . . . . $ 49,246.50

Kind of work Surface & Oil

Section prefix 106-1024

Contract number 2548

Date of completion July 31, 1942, 19

Estimated date of completion Sept. 22, 1942, 19

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . . $ 49,246.50

Per cent of contract completed, based on total contract price . . . . . 100 %

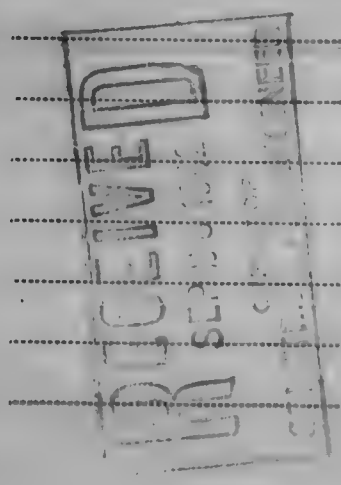
Engineering cost to date, $ 4350.00, 8.8 %

Date project was completed 9-22-42, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed the project by smoothing the stockpiles on the 22nd, Tues of this week.

The piles were measured on the 24th, final estimate will be submitted within two or three weeks.



NOTED

E. M. [illegible]

Signed C. C. Gall,

Address Marshfield, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		10.42		10.42	
Miles partially completed		All		All	
Miles completed		"		"	
Total estimated quantities			4800 4,200		
Estimated quantities moved or placed to date			All		
Average daily quantities					
Average daily quantities necessary to complete project on time			completed		
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			2		

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County, ...%; ..... County, ...%; ..... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
.....							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants .....,

Compressors ....., Bulldozers ....., Sheet-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
SEP 21 1942
FOR FILING

106-1024

September 21, 1942

Shell Oil Company
1220 S. W. Morrison
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In reply to your inquiry of September 17, 1942, we advise that Coos Bay Dredging Company's contract, No. [illegible], is approximately 93 per cent complete. The contractor has been paid the sum of $41,320.37.

Very truly yours,

AM Secretary

RECEIVED
JAN 12 1942
FOR FILING

106-1024

January 10, 1942

Coos Bay Dredging Co., Inc.
Box 217
Marshfield, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2548 which was awarded to you on December 15, 1941, by the State Highway Commission, covering the Granite Creek-Powers Section of the Powers Secondary Highway, in Coos County. This copy is for your records and files.

We are also sending an executed copy to the surety on your bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

[redacted]

NOTED
D. DeSart

RECEIVED
JAN 10 1942
FOR FILING

106-1027

January 9, 1942

Babler Bros.
4617 S. E. Milwaukie Ave.
Portland, Oregon

Gentlemen:

In accordance with your letter of January 8, we advise that we are still holding your certified checks Nos. 108 and 109 in the amount of $1,500.00 each, which accompanied your bid on the Grants Creek-Powers Section of the Powers Secondary Highway, bids for which were received on November 17, 1941.

As second-low bidder your bid guaranty was retained until the low bidder had fully executed the contract. This executed contract is now in the hands of our Attorney for approval. We anticipate getting this approval by the first of next week, and your checks will be returned immediately thereafter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

DGD:RS

NOTED
D DeSart

HARRY BABLER

LLOYD BABLER

BABLER BROS.

CONTRACTORS

[redacted]

PORTLAND, OREGON

4617 S. E. MILWAUKIE AVE.

January 8, 1941

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:- Attention: Mr. Glaisyer

Our records indicate that the follwoing certified checks are outstanding:

Nov. 15, 1941 check No. 108	$1500.00
Nov. 15, 1941 check No. 109	1500.00

Will you pleqse advise us if they have been returned to us, and if so, the approximate date.

Yours very truly,

BABLER BROS.

By Harry Babler
Harry Babler

JHS

2nd low 2548

RECEIVED
JAN 9 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
DEC 16 1941
FOR FILING

106-102F

December 16th, 1941

Coos Bay Dredging Company, Inc.
Box 217
Marshfield, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2548 which was awarded to you by the State Highway Commission on December 15th, 1941, covering 10.42 Miles of Surfacing and Oiling on the Powers Secondary Highway, Grants Creek-Powers Section, Coos County.

Kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this has been done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the paragraph under Section 4, page 15, of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the paragraph on the same page, relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

bh

NOTED
D. G. DeSart

RECEIVED
MAY 8 1942
FOR FILING

AGENDA
DEC 18 1941

106-1024

December 15, 1941

Coos Bay Dredging Company
Box 217
Marshfield, Oregon

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded to you the contract for 10.42 miles surfacing and oiling, also furnishing of 4,100 cu. yds. crushed gravel in stock piles, on the Grants Creek-Powers Section of the Powers Secondary Highway, in Coos County, based on your low bid of $49,246.50 submitted on November 17, 1941.

This award is made with the understanding that the state will not be required to furnish the Baker Creek Bar as source for crushed material.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,
STATE HIGHWAY COMMISSION

By

HEG:AM Secretary

cc - A. M. Probert
G. S. Paxson

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON DECEMBER 15 1941

COOS BAY DREDGING COMPANY
BOX 217
MARSHFIELD OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR SURFACING AND OILING GRANTS CREEK-POWERS SECTION OF POWERS SECONDARY HIGHWAY IN COOS COUNTY BASED ON YOUR LOW BID SUBMITTED NOVEMBER 17 1941. AWARD MADE WITH UNDERSTANDING THAT STATE WILL NOT BE REQUIRED TO FURNISH BAKER CREEK BAR AS SOURCE FOR CRUSHED MATERIAL. CONTRACT FORMS FOLLOW SHORTLY.

R B GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

Award is made with understanding that State will not be required to furnish Baker Creek Bar as source for crushed material.

Probert

FORM E-50 30M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1941

Subject: R 9890

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

This is to advise you that we now have received options on all of the properties given us for acquisition on the Grants Creek-Powers Section of the Powers Secondary Highway in Coos County except the gravel pit owned by Menasha Wooden Ware Company in Lot 6 of Section 3, Township 31 South, Range 12 West, W. M.

On this latter property an option has been left with Mr. E. H. Weed, local representative of the company, which option has been sent to Chicago for signature by the proper company officials. We do not anticipate that there will be any difficulty regarding this property, although if the contractor does not need to enter on the tract it might be advisable to withhold entry until the executed option has been received.

Yours very truly,

J. W. DeSouza a w

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. H. G. Smith
Mr. S. H. Probert

SN-FAGM 161-D-2 Eugene-Judkins Point 1941
Sec., Pacific Hwy.
#2549 [redacted]

RECEIVED
AUG 15 1946
FOR FILING

161-D-3

August 14, 1946

The District Engineer
War Department
628 Pittock Block
Portland 4, Oregon

Attention: Mr. R. E. Hickson, Chief
Engineering Division

Dear Sir:

In answer to your inquiry of July 26, regarding the degree of imperviousness of the Southern Pacific fill through Eugene, I wish to advise that this fill is very pervous. The fill is constructed of ninety per cent blocky rock with few fines, as requested by the engineers of the Southern Pacific Company.

Very truly yours,

R. H. Baldock
State Highway Engineer

[redacted]
cc Mr. H. G. Smith

RECORD OF ASSIGNMENT

DESCRIPTION: Letter from Office of District Engineer
Portland District signed by R. E. Hickson dated July 26 relative to
Southern Pacific Railroad relocation at Eugene.

DATE: 7-30-46 ASSIGNED TO: H. G. Smith

FOR:
(Investigation and report to this office.
(Reply direct with copy to this office
(Return with drafted reply
(Comment or recommendation and return to this office
X (Investigation and such action as is necessary
(Please prepare answer. - - - - - - - - - - -

REPORT RECEIVED: Rough draft received - 8/15/46

REMARKS:

ac

4226

IN YOUR REPLY REFER TO
FILE _____

RECEIVED
AUG 16 1946

road relocation through the City of the emperviousness

to water.

This office is at present making flood control studies of the Willamette River through this section. Accordingly, any information that you can furnish this office, with reference to the above, will be greatly appreciated.

Very truly yours,

L. W. Miller

for R. E. Hickson,
Chief, Engineering Division.

REFERRED TO
H. G. Smith
by Chief Engineer
Please prepare answer

FOR VICTORY
BUY
UNITED STATES DEFENSE BONDS AND STAMPS

RECEIVED
JUL 29 1946
OREGON
STATE HIGHWAY COMMISSION

ADDRESS REPLY TO
THE DISTRICT ENGINEER

WAR DEPARTMENT
OFFICE OF THE DISTRICT ENGINEER
PORTLAND DISTRICT
628 Pittock Block
PORTLAND, OREGON

IN YOUR REPLY REFER TO
FILE _____

NPPGR

July 26, 1946

RECEIVED
1946

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the Southern Pacific Railroad relocation recently constructed by the highway department through the City of Eugene. Information is desired regarding the nature of the embankment used in the fill, particularly the degree of imperviousness to water.

This office is at present making flood control studies of the Willamette River through this section. Accordingly, any information that you can furnish this office, with reference to the above, will be greatly appreciated.

Very truly yours,

for R. E. Hickson,
Chief, Engineering Division.

REFERRED TO
H. G. Smith
By Chief Engineer

FOR VICTORY
BUY UNITED STATES DEFENSE BONDS AND STAMPS

RECEIVED
JUL 29 1946
OREGON
STATE HIGHWAY COMMISSION

Form E-1—632—4-42

FHCM 16.1-2

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 26, 19 42.

Section Eugene-Judkins Point — *Kind of work* Move Railroad Tracks and Signal Lines by Southern Pacific Company

Highway Pacific — *Section prefix* 20-1037

Contractor Strong and Macdonald, Inc. — *Contract number* 2549

Date of contract December 16, 1941 — *Date of completion* May 31, 19 42.

Date work started January 5, 1942 — *Estimated date of completion* September 10, 19 42.

Amount of contract . . . . . $ 205,515 — *Per cent of time elapsed* 160 %

Estimated cost of completed project, exclusive of engineering . . . . . $ 319,800

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $....., ...% — *Date project was completed* ....., 19....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

STATE FORCE ORDER WORK BY THE SOUTHERN PACIFIC COMPANY

5 S. P. Co. section crews lining and ballasting track during week, including Sunday.

22 cars of ballast were spread along new track during week by work trains.

3 Signal crews working on joint Western Union and Signal line along new track, bending rails, and installing signals.

RECEIVED
DEC
OFFICE OF
CONSTRUCTION ENGINEER

ENGINEERING

1 Inspector on job all week, checking time and materials.

Signed E. E. Umpleby

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

Form R-1—[illegible]-6-42

FILE 161-F

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 19, 1942

Section Eugene-Judkins Point

Kind of work Move Railroad Tracks and Signal Lines by Southern Pacific Company

Highway Pacific

Section prefix 20-1037

Contractor Strong and MacDonald, Inc.

Contract number 2549

Date of contract December 16, 1941

Date of completion May 31, 1942

Date work started January 5, 1942

Estimated date of completion September 10, 1942

Amount of contract $205,515

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $319,800

Per cent of contract completed, based on total contract price . . . . . 100 %

Engineering cost to date, $ 12,500, 3.9 %

Date project was completed September 10, 1942

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

STATE FORCE ORDER WORK BY SOUTHERN PACIFIC COMPANY

Seven section crews were working at different times, including Sunday, lining and raising track. Twenty-six cars of ballast was spread during week along new track by work train.

Three signal crews worked on rail joints, bonding rails and installing signal system.

ENGINEERING

1 Inspector on job this week, checking time and material. Transit party setting ballast hubs; referencing, running, setting monuments on railroad center line.

RECEIVED
DEC 21 1942
OFFICE OF
ENGINEER

NOTED
E. M. BOOTH

Signed E. E. Houghlette

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

..... County, ...%; ..... County,.....%; ..... County, ...%; ..... County, ...%.

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ....., Power graders ....., Rollers ....., Mixers ....., Crushing or screening plants.....

Compressors ....., Bulldozers ....., Sheep-foot rollers ....., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

RECEIVED
FOR FILE

1-52-6-B

FAGM 161-D-2

Salem, Oregon
December 16, 1941

Mr. E. L. Laplante
Resident Highway Engineer
Eugene, Oregon

Dear Sir:

This is to advise that the contract for the Eugene-Judkins Point Project has been awarded to Strong & Macdonald as of today.

The award is made with the understanding that the State is not obligated to accomplish the removal of the buildings opposite Sy. Station 1668 and Highway Station 182 earlier than March 1. The contractor may have immediate access to the properties affected, for the purpose of building the required temporary housing structure over the present travelled Pacific Highway, but he should not be permitted to do other work on these properties until the Juries, before which the condemnation cases are to be tried, have had opportunity to view the properties. The cases are expected to be tried about January 15.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

E. H. Probert
Office Engineer

EHP:ER

cc to Mr. H. C. Smith
Mr. K. D. Lytle

...ALD, VICE-PRES. AND TREAS.
...STEVENS, SEC'Y

1011 EAST F STREET
PHONE MAIN 2722

STRONG & MACDONALD, INC.

ENGINEERS - CONTRACTORS

TACOMA, WASHINGTON

December 15, 1941.

RECEIVED
DEC 16 1941
STATE HIGHWAY COMMISSION

State Highway Commission
Salem
Oregon

Re: Eugene--Judkins Point
Railroad Roadbed Construction

Gentlemen:

This confirms our telephone acceptance of change in the specifications on Page 31--Removal of Buildings from right-of-way, paragraph 2.

The date of January 15th.,1942 to be changed to March 1st., 1942 with the understanding that the properties ex buildings will be available for occupancy and use by the contractor after the date of the extension of contract.

award ?

Very truly yours,

Strong & Macdonald, Inc.,

By C A Strong

P.F.S.

FORM E-90 20M 9-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1941

Subject: R 9775

To: Mr. S. H. Probert,

O f f i c e .

Dear Sir:

I promised to let you know today the situation with respect to the properties in Eugene involved in the contract which the Commission wants to award.

I appeared in court today to have the cases set, but find that there are so many cases which were on the docket before ours were started that the earliest possible date the court can give me is January seventh.

Therefore, the Kincaid, the Hitchcock and the Reagan cases have been set for trial to begin January seventh and continue until completed. I feel satisfied that these cases cannot be completed before January fifteenth. Therefore these properties should not be encroached upon until that time.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. G. Smith

RECEIVED
DEC 17 1942
FOR FILING

FAGM 161-B-2

December 16, 1942

General Casualty Company of America
Mansfield & Company, Agent
302 Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Strong and Macdonald, Inc., on contract No. 2549, covering construction of a railroad roadbed on the Eugene-Junction Point Section of the Pacific Highway, in Lane County. This payment, in the amount of $16,703.72, will be made on or after December 26, 1942. The retained percentage is $6,293.25.

Mr. Frank Gene Black has filed a claim against this contract for damages to his residence, amounting to $237.60, of which you have previously been notified.

Kindly acknowledge receipt of this letter.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. S. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

RECEIVED
NOV 17 1942
FOR FILING

November 14, 1942

IN REPLY PLEASE REFER TO FILE NO.

C&A 619

University of Oregon,
Eugene, Oregon.

Attention: Dr. W. V. Norris

Gentlemen:

On the 18th of December, 1941, the State of Oregon, by and through its State Highway Commission, and the University of Oregon, by and through the State Board of Higher Education, entered into a written agreement involving certain things which are to be done in connection with the highway-railroad project now under construction within the corporate limits of Eugene. That agreement, among other things, contained the following provision:

"10. The State shall construct an oil service line, together with all necessary pumping facilities, which oil service line shall extend from the University power plant to the said siding. Said service line shall be adequate for the transmission of fuel oil between said points."

Because of the scarcity of materials brought about by war emergencies and because of priority regulations which have been imposed by the Federal Government, the State cannot at this time procure the materials with which to conform to and carry out the provisions of the said above quoted provision of said contract. The Highway Commission therefore suggests that the State be relieved during the emergency from its obligation as stated in the foregoing quoted contract provision, upon the condition that until materials are available for the accomplishment of said work the State reimburse the University for transportation costs which the University may incur in connection with the transportation of fuel oils by truck or other means from railroad siding to the University power plant. In other words, it is proposed by the Highway Commission that if, and in the event, the University finds it necessary to use fuel oil during the emergency and before said oil service line has been constructed, the University employ motor tank service in transporting said fuel oil from railroad siding to the University power plant and bill the State for such transportation costs, and upon receipt of such billing the Highway Commission shall take prompt action to accomplish payment of the same to the University.

If the University is willing to postpone the work and things provided for in Section 10 under the conditions stated in this letter and with the understanding that when materials are available the said contractual obligations will be carried out by the State, unless at such time the State and the University work out some mutual modification of said provisions, it is requested that you sign the approval and acceptance which follows this letter and return the carbon copy to this office.

Respectfully yours,

ATTEST: OREGON STATE HIGHWAY COMMISSION

_____ By_____
Chairman

By_____
Commissioner

By_____
Commissioner

The University recognizes the difficulties which have been imposed by reason of war emergencies and priority rulings and regulations and therefore recognizes the problems confronting the Highway Commission with respect to conformance with the provisions of the contract referred to in the foregoing letter and particularly Section 10 quoted therefrom.

In an effort to cooperate with the State, but without waiving any of the rights of the University to ultimate conformance with the said contractual obligation, the University hereby consents to a postponement of the construction of the oil service line provided for in the contract, during which period of postponement the University will, if necessity arises, employ water tank service or other means of transportation as requested by the State, but on the condition that the University be reimbursed for expense and expenditures incurred in connection with such substitute service.

Dated this _____day of November, 1942.

ATTEST: UNIVERSITY OF OREGON, by and through its Board of Higher Education,

_____ By_____

By_____

JMD:PH

File

November 6, 1942

Dr. Earl H. Pallett,
Executive Secretary
University of Oregon
Eugene, Oregon

Dear Dr. Pallett:

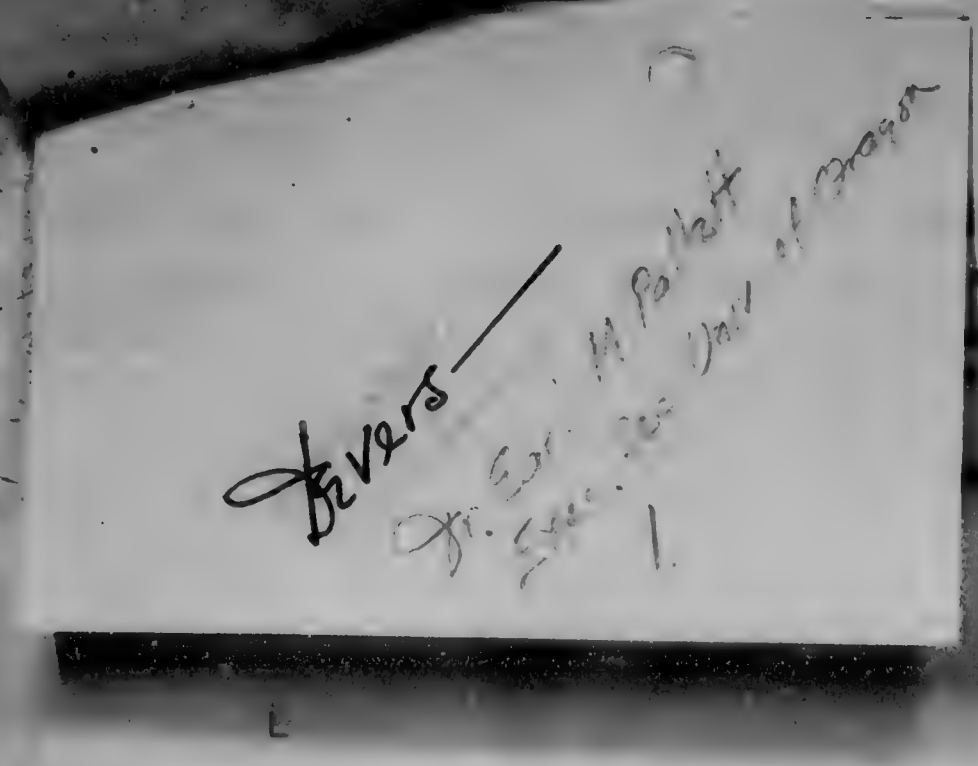
You doubtless will recall that under our agreement with the University we are obligated to construct an oil service line together with all necessary pumping facilities, which line shall extend from the University power plant to the railroad's siding (see paragraph 10, page 5 of agreement.)

Under present Government regulations it may be impossible for us to secure the necessary materials and Mr. Devers and I would like to discuss this matter with you with a view to modifying our present agreement, at least for the duration. Mr. Devers has some other business in Eugene next Tuesday, November 10, and we are wondering if it would be convenient for you to see us on that date in reference to this matter.

Very cordially yours,

C. B. McCullough
Assistant Chief Engineer

CBM:MC
cc - J. M. Devers



HWAY COMMISSION

CORRESPONDENCE

gon

1942

ct: R 9233A

Dear Mr. McCullough:

I am returning the letter that you left with me which was written by G. S. Paxson to you relative to fuel oil deliveries to the University of Oregon. We have a very definite agreement and therefore a very specific obligation to provide for oil deliveries by pipe line. Section 10 of the agreement reads as follows:

> "The State shall construct an oil service line, together with all necessary pumping facilities, which oil service line shall extend from the University power plant to the said siding. Said service line shall be adequate for the transmission of fuel oil between said points."

If the State meets its obligation to the University, then the University will control in a large measure its delivery facilities. If on the contrary it is required to depend upon truck delivery it will have practically no control over the delivery facilities. It seems to me it would be rather embarrassing to go back to the University now and ask them to take less that we agreed to give.

I think this subject should be thoroughly discussed before any further conference with the University is requested.

Yours very truly,

J. M. DEVERS

JMD:PW
Enc.

cc 1

FORM E-80 30M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1942

Subject: R 9233A

To: Mr. C. B. McCullough,

O f f i c e .

Dear Mr. McCullough:

I am returning the letter that you left with me which was written by G. S. Paxson to you relative to fuel oil deliveries to the University of Oregon. We have a very definite agreement and therefore a very specific obligation to provide for oil deliveries by pipe line. Section 10 of the agreement reads as follows:

> "The State shall construct an oil service line, together with all necessary pumping facilities, which oil service line shall extend from the University power plant to the said siding. Said service line shall be adequate for the transmission of fuel oil between said points."

If the State meets its obligation to the University, then the University will control in a large measure its delivery facilities. If on the contrary it is required to depend upon truck delivery it will have practically no control over the delivery facilities. It seems to me it would be rather embarrassing to go back to the University now and ask them to take less that we agreed to give.

I think this subject should be thoroughly discussed before any further conference with the University is requested.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW
Enc.

cc 1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1942

Subject: Fuel Oil Deliveries to the University of Oregon

To: Mr. C. B. McCullough
Assistant Chief Engineer
O f f i c e

Dear Sir:

Some time ago, we were asked to make up a design for an oil line and a pump to deliver fuel oil from the new location of the Southern Pacific Company's tracks in Eugene to the heating plant at the University of Oregon. This fuel oil line would be approximately 800 feet in length and would have to cross underneath the millrace or be supported by a cable suspension across the millrace. It would be necessary to locate the pump at the railroad siding rather than in the heating plant, which installation would be very unsatisfactory to the University of Oregon. We have estimated that the cost of this installation would be approximately $3,000, which would require a yearly charge of at least $150 for interest and amortization.

The heating plant normally uses sawdust as fuel, and oil is used only as a secondary fuel supply during a shortage of sawdust. During the past five years, their consumption of oil has not exceeded 10,000 gallons per year. We have checked with oil companies in Eugene and found that oil can be hauled by truck from existing railroad sidings for approximately one-half cent per gallon, which would make a yearly cost for hauling of $50. Under present government regulations, the hauling of oil from Portland to Eugene would normally be done by tank trucks rather than by rail, and, with that method of hauling, the oil would be delivered at the heating plant at the same price as for rail delivery at a siding.

In view of these facts, it would seem advisable to negotiate with the University of Oregon to modify the agreement between the State

and the University so that we agree to pay them the cost of hauling any oil which comes in by rail rather than install this fuel line. I believe this would be much more satisfactory to the University of Oregon and would save us a considerable amount of money.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1942

FA 3-1 161-E-2

SUBJECT: Sale of Railroad Rail at Eugene

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

NOTED
State Highway Engineer

Dear Sir:

The Southern Pacific Company's Portland office advises that it has received no word from its San Francisco office as to the purchase of the rail steel. The Portland office anticipates a favorable reply. The Southern Pacific Company does not know who made application to the government for the release.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM

OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

A. N. WILLIAMS
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL=Day Letter
NT=Overnight Telegram
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRH20 48/43 NL GOVT 4 EXTRA=WASHINGTON DC NOV 2

R D BALDOCK=STATE HIGHWAY ENGINEER= NOV 3 AM 8 11

THIS AUTHORIZES RELEASE UNDER L-88 FOR APPROXIMATELY 22,540 LINEAL FEET SECOND HAND RAIL 60# TO 131# TOGETHER WITH OTHER TRACK MATERIALS FOR SALE TO THE SOUTHERN PACIFIC RAILWAY COMPANY. REFER INQUIRIES TO TRANSPORTATION EQUIPMENT BRANCH ANDREW J JOHNSON R-4851=

ERNEST KANZLER

DIRECTOR GENERAL FOR OPERATIONS

WAR PRODUCTION BOARD=

THE COMPANY WILL APPRECIATE SUGGES)-88 22,540 60# 131# R-4851=

established, for such materials.

This is in connection with the highway and railroad relocation at Eugene.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

RECEIVED
AUG 21 1942
FOR FILING
OREGON STATE HIGHWAY COMMISSION

FARM 161-D-2

August 20, 1942

Mr. M. L. Jennings
Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

In response to your communication of August 7 (your file CMO 19637), advise that we will sell the secondhand rails and angle bars at the Government's ceiling price which is, as near as we can determine, $26 per gross ton. We will likewise sell you the secondhand tie plates, secondhand bolts, scrap bolts, secondhand spikes and scrap spikes at the Government's ceiling prices, if established, for such materials.

This is in connection with the highway and railroad relocation at Eugene.

Very truly yours,

R. H. Baldock
Chief Engineer

RHB:HI

FORM E-20 SOM 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1942

Subject: Proposed Sale of Railroad Rails at Eugene

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

I am returning a letter from Mr. M. L. Jennings of the Southern Pacific Company offering to purchase the salvaged rails from the existing main line on the Eugene line change. The ceiling price for relaying rails originating from Class 1 railroads is $28 per gross ton f.o.b. any station on the selling railroad at the option of the buyer. This ruling was drawn up with the idea that the railroads were selling the material. In this case, we are selling the material to the railroad. The Office of Price Administration in Portland, however, has given its ruling that this is the ceiling price for this proposed transaction. You will note that this is f.o.b. so that we would have to pay the cost of loading on the cars.

There is no definite ceiling price for used angle bars, tie plates, bolts, or spikes other than the restriction that it shall not be higher than the price charged on April 16, 1941, and in no case greater than the cost of new material. We, of course, had no established price as of April 16, 1941, so that our ceiling price is probably the price of new material.

The price ceiling rules were not made to apply to deals of this kind. It would seem that the simplest procedure would be to offer to trade the usable material coming out of this track for

an equivalent length of rail going into the new main line, and I would suggest that this proposition be put up to the Southern Pacific Company.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

M. L. JENNINGS,
SUPERINTENDENT

August 7, 1942

IN REPLY PLEASE REFER TO
GMO 19637

RECEIVED
Aug 11 1942

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

In connection with the relocation of highway and railroad at Eugene.

We will shortly be constructing a shoofly on the existing main line at Judkins Point to expedite the grading of the relocated main track. The material for construction of this shoofly will be charged against the job and released from the job in accordance with the Government memoranda pertaining thereto.

The portion of the existing main line which will be released will be accounted for in accordance with the general agreement covering this project being our understanding that it is to be in accordance with Section 14, Page 6 of the agreement.

Our operating recovery prices on the material involved would be as follows:

Secondhand rail and angle bars, gross ton	$20.00
Secondhand tie plates, each	.10
Secondhand bolts per hundred	2.50
Scrap bolts, gross ton	15.00
Secondhand spikes per hundred	1.00
Scrap spikes, gross ton	15.00

It is expected that approximately 1000 track feet of the existing main line will be released by the construction of this shoofly and we would appreciate being advised if you desire to transfer the title of the released material to the railroad at the above prices.

Very truly yours,

M. L. Jennings

REFERRED TO
H G Smith
by Chief Engineer

RECEIVED
AUG 10 1942
COMMISSION

FORM S-1521 1944 5-44

RECEIVED
OCT 24 1946
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASST. STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

October 23, 1946

Southern Pacific Company,
65 Market St.,
San Francisco 5, Calif.

Attention: Mr. George Nelson
Auditor of Miscellaneous Accounts

Dear Sir:

We refer to your letter of October 17 (File EB-220-113) concerning payment of your claim in connection with the reconstruction of your lines at Eugene (our Eugene-Junkins Point Project).

Final submission of documents relating to this project, inclusive of your claim, were made to the Public Roads Administration on July 3, 1946. Our experience in connection with similar submissions indicates that we should receive final advice relating thereto, from the PRA, within a very few weeks. Until that advice is received, the matter is beyond our control.

We assure you that we will act immediately to close out this account with you as soon as the action of the PRA is known, and we feel quite certain that settlement will be completed before the end of the year.

Very truly yours,

R. H. Baldock
State Highway Engineer

Copy to
Public Roads Administration (T.M. Davis)

RECEIVED
APR 2 1945
FOR FILING

161-19-2

Salem, Oregon
March 31, 1945

Mr. L. L. Umphlette
P. O. Box 507
Eugene, Oregon

Dear Sirs

This is your authority to sell to Paul Shook, 1438 Columbia St., Eugene, one cull pole salvaged in connection with the Eugene-Judkins Point Project; price $2.00.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

cc to K. D. Lytle

SHP:ER

FORM E-60 REVISED MAR 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
March 28, 1945

Subject: Cull Pole

To: Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Please be advised that we have an offer form Paul Snook, 1430 Columbia Street, Eugene, of $2.00 for one cull pole salvaged in connection with the Eugene-Judkins Point Project.

If the above offer is accepted kindly give me authority to release the pole.

Very truly yours,

E. E. Umphlette
Resident Engineer

3/29/45 ✓

Mr. McCullough:

Will you please advise Umphlette if permission will be granted for this sale.

K.D. Lytle

Inv. 5087 M

RECEIVED
MAR 30 1945
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 27, 1945

161-D-2

SUBJECT: 20-1937
Credit

To:
C. B. McCullough
Ass't. Chief Engr.

Dear Sir:

Attached is check in the amount of $5.00, received from the Willigallispie Telephone Company, in payment for twenty brackets at 25¢. These brackets were a part of the salvaged material in connection with the Eugene-Judkins Point Job.

Very truly yours,

K. D. LYTLE
Division Engineer

G

enc

RECEIVED
MAR 28 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 28 1945
FOR FILING

re Inv. 5077 & 5078 M

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

161-D-2

Roseburg, Oregon
March 24, 1945

SUBJECT: 20-1037

To:

C. B. McCullough
Ass't. Chief Engr.

Dear Sir:

Attached are checks in the amounts of $62.50 and $65.00 covering payment for sale of salvaged materials in connection with the Eugene-Judkins Point Job. Note that you have received a copy of Umphlette's letter of the 23d so are not itemizing the materials sold.

Very truly yours,

K. D. LYTLE
Division Engineer

G

encs

REFERRED TO
S.H. Probert
By Asst. State Highway Engineer

FORM S-90 REVISED 2000 5-46

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
March 23, 1946

Subject: Salvaged Materials Sold

To: Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Please find attached hereto two check to the amount of $127.50 for salvaged materials in connection with the Eugene-Judkins Point Project. The materials purchased were as follows:

	The Willakenzie Telephone Company			
50	Crossarms, complete	@ $1.25	Ea.	$ 62.50
	The Williigallispie Telephone Company			
50	Crossarms, complete	@ $1.25	Ea.	62.50
10	Transpostion brackets	@ 0.25	"	2.50
	Credit: 20-1037-290			$127.50

Very truly yours,

E. E. Umphlette
Resident Engineer

cc/ C. B. McCullough

REFERRED TO
By Asst. Chief Engineer

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
March 24, 1945

161-D-2

Subject: Purchase of Salvaged Transposition Brackets

To: Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

The Willigallispie Telephone Company came back today and purchased 20 more transposition brackets at 25¢ each. These brackets were removed from salvaged crossarms in connection with the Eugene—Judkins Point Project.

The attached check for $5.00 is to cover the purchase price of the transposition brackets.

Very truly yours,

E. E. Umphlette
Resident Engineer

cc/ C. B. McCullough

Credit: [illegible] $5.00

REFERRED TO
S. H. Pirabert
By Asst. State Highway Engineer

Rec'd
3/28/45

RECEIVED
MAR 21 1945
FILING

FAGM 161-B-2

Engr. - Judkins Ph. Jk

Via Radio from Lytle at Roseburg to Mr. McCullough, Salem
March 20, 1945
9:00 a.m.

Request permission to sell fifteen second hand telephone cross arms stored at Eugene to C. M. Jensen.

Approval of the sale @ $1.15 each was radioed to Lytle March 21st
Sup

APPROVED
Assistant State Highway Engineer

RECEIVED
MAR 20 1945
FOR FILING

FA G-M 161 D2

Salem, Oregon
March 16, 1945

Mr. E. E. Englette
P. O. Box 307
Eugene, Oregon

Dear Sir:

This is authority for you to accept the offer made by the Willamette Telephone Company for cross-arms and transposition brackets salvaged in connection with the Eugene-Junction Point Project, prices to be as follows:

Cross-arms, complete- - - - - - -	$1.25 each
Transposition brackets- - - - - -	.25 "

Payment should be in hand before permission to take the materials is granted.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

cc to K. D. Lytle

RECEIVED
MAR 19 1945
FOR FILING

FAGM 161 D2

Salem, Oregon
March 16, 1945

Mr. E. E. Umphlette
P. O. Box 507
Eugene, Oregon

Dear Sir:

This is authority for you to accept the offer made by the Willigalispie Telephone Company for cross-arms and transposition brackets salvaged in connection with the Eugene-Junction Point Project, prices to be as follows:

Cross-arms, complete- - - - - - -	$1.25 each
Transposition brackets- - - - -	.25 "

Payment should be in hand before permission to take the materials is granted.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

cc to K. D. Lytle

CBP:ER

FORM E-30 50M 12-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 14, 1945

To:

SUBJECT: 20-1037
Eugene-Judkins Point

C. B. McCullough

Dear Sir:

Mr. Umphlette has advised that he has received an offer of $12.25 each for fifty crossarms complete, and 25¢ each for additional transposition brackets which are to be removed from cull crossarms, from the Willigalispie Telephone Company, Eugene.

The above materials were salvaged in connection with the Eugene-Judkins Point Job.

If you agree to the sale, please so advise Umphlette.

Very truly yours,

K. D. LYTLE
Division Engineer

G

REFERRED TO
S. H. Probert
By Asst. State Highway Engineer

I approve. Please advise him and take care of it.

LEL

RECEIVED
MAR 19 1945
FOR FILING

FAG-M 161 D #2

March 16, 1945

Mr. L. P. Hopkins, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

At the completion of the railroad work on the Judkins Point Project, your C.M.O. No. 19367, there was left in our storage yard at Eugene 4000 feet of 20 conductor cable and a small amount of scrap duplex. As this is your property, we will be pleased to have you advise what disposition you wish us to make of this material.

The final bill for work performed by your company has not been submitted to us. Anything you can do to expedite the submission of the final bill will be appreciated, as we are anxious to close our accounts on the project.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

WAR RHS
2 cc L. P. Hopkins
2 cc J. B. Baker, Valuation Officer
Southern Pacific Company
65 Market Street
San Francisco, California

RECEIVED
FEB 13 1945
FOR FILING
OREGON STATE HIGHWAY COMMISSION

FAGM 161-D-2

Salem, Oregon
February 12, 1945

Mr. K. B. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Umphlette's letter to you, dated February 7, with a check attached on the First National Bank of Eugene in amount of $20.00, for 10 mail poles sold to Mr. E. E. Mahurry, Route 7, Eugene.

The amount of the check is being credited to profit 20-1037-890, Eugene-Junkins Point Project.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

LEP:GS

cc to E. F. Umphlette
W. C. Crews

FORM E-20 REVISED 2MM 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
February 7, 1945

Subject: Sale of Poles
Judkins Point Job

To: Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Please find attached hereto check on the First National Bank of Eugene to the amount of $20.00, in payment for 10 cull poles, by S. E. Maharry, Route 2, Eugene.

Mr. Maharry took 10 poles instead of 8, at $2.00 each.

Very truly yours,

E. E. Umphlette
E. E. Umphlette
Resident Engineer

EU:
cc/ C. B. McCullough
H. G. Smith

To: McCullough

S. H. Probert

RECEIVED
FEB 3 - 1945
FOR FILING
OREGON STATE HIGHWAY COMMISSION

FAG-M 161-E-2

Salem, Oregon
February 1, 1945

Sale of Poles
Judkins Point Jct

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

Referring to your letter of January 29, regarding the offer of S. E. Maharry, Route 2, Eugene, for the purchase of eight cull poles at Eugene, this is your authority to complete the sale to Mr. Maharry at $2.00 each.

Very truly yours,

C. D. McCullough
Assistant State Highway Engineer

Dict. by L. E. Parsons/GS

cc to H. G. Smith
E. E. Umphlette

RECEIVED
FOR FILING
materials
Salvage

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Jan. 29, 1945

SUBJECT: Sale of Poles
Judkins Point Job

To:

H. G. Smith
Construction Engineer

Dear Sir:

Umphlette has received an offer of $2.00 each from S. E. Maharry, Rte. 2, Eugene, for eight cull poles. These are old poles acquired in connection with the Judkins Point Job. You will recall that we recently sold a few poles for $2.00.

I recommend the offer be accepted. Mr. Maharry would like to get the poles not later than Feb. 6th; an early decision will be appreciated.

Very truly yours,

K. D. LYTLE
Division Engineer

RECEIVED
JAN 30 1945

K.
C. B. / nc Cullough

RECEIVED
FOR FILING

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
January 15, 1945

FAGM 161-D-2

Subject: Railroad Material Left

To: Mr. C. B. McCullough
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

RECEIVED
JAN 17 1945
OFFICE OF
MAINTENANCE ENGINEER

Dear Sir:

In regard to the treated stubs and cull poles left on hand, the maintenance bridge crew will use up the treated stubs, and as the poles are cedar we thought it best to make them up into fence posts for future maintenance use.

Very truly yours,

E. E. Umphlette
Resident Engineer

EU:
cc/ K. D. Lytle

NOTED
R. B. SIPPRELL

NOTED
W. W. STIFFLER

NOTED
E. A. COLLIER

NOTED
C. B. McCullough

RECEIVED

FORM E-20 25M 5-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FAGM 161-D-2

Eugene, Oregon
January 15, 1945

Subject: Check for Used Poles

To: Mr. K. D. Lytle
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Please find attached hereto check to the amount of $80.00 in favor of the Oregon State Highway Commission in payment for 15 used poles salvaged from the railway line change in Eugene. The check was submitted by Clyde Sidwell, Rt. 2, Eugene, Oregon.

The above amount for the poles is in accordance with Mr. McCullough's letter of January 8th authorizing me to turn the poles over to Mr. Sidwell upon receipt of check.

Very truly yours,

E. E. Umphlette
Resident Engineer

EU:
cc/ C. B. McCullough
S. H. Probert

Salem, Oregon
January 8, 1943

Mr. H. E. Umphlette
Resident Highway Engineer
P. O. Box 507
Eugene, Oregon

Dear Sir:

We are enclosing copies of correspondence we have had with Clyde Sidwell, Route 2, Eugene, concerning an offer of Mr. Sidwell to purchase 15 of the poles salvaged from the railway line change at Eugene.

This letter is your authority to permit Mr. Sidwell to take the poles on payment for them at the price of $2.00 each.

According to our records, this sale will practically close out the usable poles that you have on hand, leaving only culls and stubs. What would be your recommendation in regard to having the culls sawed and used as fuel, and to having the stubs (which we understand are treated) held for use as sight posts, guard fence posts, or something of that kind?

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

SHP:GS

Encl.

cc to K. D. Lytle

January 8, 1945

Mr. Clyde Sidwell
Route 2
Eugene, Oregon

Dear Sir:

This is to advise that we are agreeable to selling you 15 used poles at $2.00 each, as per your letter of January 3.

We are authorizing our resident engineer, E. E. Umphlette, to turn the poles over to you on receipt of payment. Mr. Umphlette's office is at the state maintenance headquarters south of Eugene, where the poles are in storage.

Your check in payment for the poles should be made payable to the Oregon State Highway Commission.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

SHP:CS

cc to K. D. Lytle
E. E. Umphlette

3 copies

Jan. 3,- 1945

Oregon State Highway com
Salem Oregon

Dear Sirs;
A neighbor and myself need about fifteen poles to build an Eletric line for irrigation.
Was talking with a Mr Robertson who informed us he had gotten some poles from your people, which you had taken out along the old rail road right of way at Eugene.
We looked at them and found they had been pretty well picked over But thought we could get 15 out of the bunch which would last for a while.
One of the boys at your office here told us the procedure would be to write you Making an offer. We figure we could get fifteen we could use at $2.50 each.

Resp. yours
Clyde Sidwell
Rt 2
Eugene Oregon

NOTICE OF LETTING

Time and Place of Receiving Bids:

The State Highway Commission of the State of Oregon has for sale the below described approximate quantities of used wire, poles, cross arms, insulators, etc., salvaged from a retired section of the Western Union and the Southern Pacific telegraph lines in Eugene, Oregon. Bids for these materials will be received by the State Highway Commission in the Stock Exchange Room of the Imperial Hotel in Portland, Oregon, at nine o'clock A. M. (9:00 A. M.) on Monday, September 11, 1944.

Location and Description of Materials:

The materials to be disposed of are located at the State Highway Department's equipment storage building at East 15th and Walnut Streets, Eugene, Oregon.

The kinds of used materials and the approximate quantities of each are as follows:

Item No.	Approximate Quantity	Description
1.	5,600 lbs. More or less	No. 8 copper wire.
2.	3,700 lbs. More or less	No. 9 copper wire.
3.	200 lbs. More or less	Scrap copper wire.
4.	2,600 lbs. More or less	No. 4, 8 and 9 iron wire.
5.	50 lbs. More or less	Scrap insulated wire.
6.	2,300 only More or less	Glass insulators.
7.	260 only More or less	10-pin cross arms with metal braces attached.
8.	25 only More or less	Odd lengths cross arms without braces.
9.	5 only More or less	25' and 30' poles with treated butts.
10.	15 only More or less	35' poles with treated butts.
11.	12 only More or less	40' and 42' poles with treated butts.
12.	14 only More or less	9½' to 11' treated stubs.
13.	56 only More or less	Cull poles

INSTRUCTIONS TO BIDDER

Submission of Proposals:

All proposals must be made in this proposal form, or an identical copy thereof, and must be delivered, under sealed cover, to the State Highway Commission at the time and place hereinbefore specified, or delivered or mailed to the office of the State Highway Commission at Salem, Oregon, so as to reach that office before 11:00 A. M. of Saturday, September 9, 1944.

Poles at Eugene

5 - 25'-30' poles

~~15 - 35' poles~~ - Sold to Earl Robertson 2nd hand

12 - 40:42' poles

56 - Cull poles

(January 4, 1945)

RECEIVED
FOR FILE

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

161-D-2

Salem, Oregon
July 27, 1944

SUBJECT:

To: Mr. E. E. Umphlette
Resident Highway Engineer
P. O. Box 507
Eugene, Oregon

Dear Sir:

Mr. Widdows has indicated a desire to have for the use of his Department some of the wire and other materials salvaged from the Judkins Point job and now in storage at Eugene. He probably will have someone call for the materials within the next few days and remove them to Salem.

The materials remaining are to be offerred for sale and in that connection we will appreciate your checking the materials over and sending us a reasonably accurate list of the materials available for sale. The information should be in our hands within the next ten days if you can conveniently get it to us in that time.

I have talked with Mr. Paxson in regard to the request made by him, through Mr. Lytle, for a listing of all of the materials salvaged from the project, and it will be agreeable to him if you disregard that request. Mr. Paxson was not aware that we already have in the office sufficiently complete listings of the salveged materials.

Information has come to us from some source that some of the materials you have on hand are materials used by the contractor in his signal system and paid for by him. If that is the case, should not the contractor receive the benefit of the salvage? Please tell us what you know about this.

It is our understanding, also, that the two (2) reels of No. 20 Conductor Cable which you have on hand is material used in a temporary installation of some kind and that it is material on which the State has been billed for six per cent of the cost with the expectation that the cable would remain the property of the Western Union Company. What are the facts with reference to

NOTED
C. H. McCullough

FORM S-1000 (8) 7-40

RECEIVED
FOR FILING

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

July 24, 1944

161-A-2

Mr. E. H. Polk, Purchasing Agent
Southern Pacific Company
Pacific Building
Portland, Oregon

Dear Sir:

In February of this year, we had some correspondence with your office and the office of the Division Superintendent, concerning used materials (copper wire, cable, telegraph poles, etc.) that we have in storage at Eugene. These materials were salvaged in connection with the shifting of some mile or more of Southern Pacific main line track at Eugene. A complete listing of them was sent to you on February 8.

We would appreciate your advising us within the next week or two whether your company wishes to make us an offer for all or part of these materials, as we propose to advertise the materials for sale on a bid basis unless a negotiated sale can be worked out with your company.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

cc to Division Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

NOTED
Asst. State Highway Engineer

(2)

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

M. L. JENNINGS,
SUPERINTENDENT

March 29, 1944

IN REPLY PLEASE REFER TO
GMO 19637

RECEIVED
APR 3 1944
ENGINEER

NOTED
Asst. State Highway Engineer

Mr. C. B. McCullough, Assistant Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your letter of Feb. 1 regarding Eugene Line change project and U. of O. switch:

Under contract between the State and the Railroad, the Railroad shall transfer to the State title of all material on the old line and State will provide the new line complete.

According to Federal Bureau of Regulations material charges in the final analysis must conform to the material inventories.

The old switch at the University was transferred to the State together with the other track material.

The new switch which was charged to the State and will be credited as it is not now in place and charges must agree with the inventory which will be finally made and which will not show such switch.

If at some later time a switch is needed for the University the matter can be brought up and handled as a separate contract similar to any other industrial spur.

Very truly yours,

M. L. Jennings

Copies sent to S.H.P + H.G.S, - 4-1-44

(2)

RECEIVED
FEB 2 1944
FOR FILING
161-D-2

February 1, 1944

Mr. E. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

Reference is made to your communication of January 22nd in reference to the Eugene line change project and the U. of O. switch which was installed and later removed. The second paragraph of this communication reads as follows:

"We have now decided to take the switch into stock and use it elsewhere. As the spur for the University will not be built for some time, and rather than complicate the records with this work not having been done when the job is closed out, we will close the matter as it now stands."

As long as you have decided to take the switch back into stock, we believe we should be credited for its value at this time. This matter was discussed in this office with Mr. Haselton several months ago, and as I recall it we made our position clear at that time.

As you doubtless recall, it was decided to postpone construction of this University spur until after the war, and even at that time there is no definite assurance that it will be built. In view of this fact we do not believe we would have any legal authority to advance payment for it (as we have done) for such an indefinite period of time.

It is, therefore, suggested that we be credited with the value of this switch at the present time. We will be glad to discuss this matter with Mr. Haselton, if such is your desire.

Very truly yours,

CBM:LT

C. B. McCullough
Assistant State Highway Engineer

COMMISSIONERS
T. H. BANFIELD, CHAIRMAN
PORTLAND
ARTHUR W. SCHAUPP, MEMBER
KLAMATH FALLS
MERLE R. CHESSMAN, MEMBER
ASTORIA

OREGON
STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
J. M. DEVERS
CHIEF COUNSEL
H. B. GLAISYER
SECRETARY

January 25, 1944

Mr. H. G. Smith
Construction Engineer
D E P A R T M E N T

Please note attached letter from M. L. Jennings in regard to the University spur. It seems to me that since we have already paid for this spur we should be credited with it, now that it is removed. In other words, I don't see any reason why we should let them have the use of the money represented by its cost for a period of two or three years without interest.

I will be glad to discuss this matter with you.

Very truly yours,

CBM:LT
Incl.

C. B. McCullough
Assistant State Highway Engineer

RECEIVED
JAN 25 1944

Southern Pacific Company

UNION STATION, PORTLAND 8, OREGON

IN REPLY PLEASE REFER TO

M. L. JENNINGS,
SUPERINTENDENT

January 22, 1944

GMO 19637

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. C. B. McCullough

Gentlemen:

Referring to Eugene line change project and the U. of O. switch which was installed and later removed.

We have now decided to take the switch into stock and use it elsewhere. As the spur for the University will not be built for some time, and rather than complicate the records with this work not having been done when the job is closed out, we will close the matter as it now stands.

At any time the University will make application for a spur in this location, it will be handled in the usual manner and built for them on the basis of the agreement covering the old spur. Concisely this means that we build to the "clear point" furnishing all material and labor with the balance furnished or at the expense of the University.

You can reach an agreement with the University covering your responsibility in regards to this spur.

Yours very truly,

M. L. Jennings

RECEIVED
JAN 25 1944
OREGON
STATE HIGHWAY COMMISSION

1-43-10M

G. M. BETTERTON,
General Purchasing Agent

E. H. POLK,
Purchasing Agent

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., FEB. 23, 1944

161-D-2

Order No. O-928

Req. No. P-52770

Bid No.

PHONE
O-363

RECEIVED
MAR 2 1944
FOR FILING

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON.

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST TO GEN. STKPR.
BROOKLYN, OREGON.
via: FREIGHT S.P. CO.

2	S.H. 90# SWITCHES 16'6" COMPLETE WITH PLATES AND STANDS	98.20 EA.
1	S.H. 90# FROG S/R #10 16'6"	45.00 EA.
4	S.H. 90# GUARD RAILS COMPLETE 11'	25.80 EA.
1	S.H. 90# POINT DERAIL COMPLETE 16'6"	34.70 EA.
1	SCRAP 90# FROG S/P #10 16'6"	10.00 NET TON

FOB EUGENE, OREGON

DELIVER FEB. 21, 1944 OR AS SOON THEREAFTER AS POSSIBLE.

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

CONFIRMING ORDER DO NOT DUPLICATE

O H Ivel

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

RECEIVED
FEB 26 1944

CONDITIONS AND INSTRUCTIONS

GENERAL:

1. Acceptance of order constitutes acceptance of all it's terms and conditions. Prompt advice by letter must be given if material ordered cannot be furnished strictly in accordance with terms shown. No deviation from terms hereof are binding upon the buyer unless expressly agreed to by the Purchasing Agent of the buyer in writing.

2. All correspondence relative to this order and invoices applying on it must give reference to complete order and requisition number as well as name of consignee and destination.

3. For consideration of One (1) Dollar and other good and valuable considerations in hand paid, the receipt whereof is hereby acknowledged, the Seller hereby grants to the Buyer, the right to repair the subject matter of this contract by replacing any part that may be destroyed, damaged, lost, stolen or worn out, by making such part for itself or by purchasing it in the open market; provided, such part is not individually covered by patents; this right to repair to apply to all patents now or hereafter owned or controlled or acquired by Seller or under which Seller may become licensed, and to thereafter use and/or vend such repaired subject matter; and, if this contract relates to rolling stock or equipment interchanged with other railroads the rolling stock or equipment of the Buyer may be repaired by other railroads irrespective of where the repair parts may be obtained, and the Buyer shall have the same right to use and/or vend such repair parts for the purpose of repairing foreign rolling stock or equipment received in interchange with other railroads. This agreement shall include the right on the part of the Buyer to purchase repair parts in anticipation of breakage instead of waiting until the breakage actually occurs before ordering the repair parts.

4. Seller agrees to indemnify the Buyer against all claims, damages, losses, costs and expenses, including attorney's fees, arising or growing out of patents and copyrights, and all royalties in connection therewith, and arising or growing out of the purchase and use by the Buyer of the subject matter of this contract.

5. The provisions hereof shall inure to the benefit of and be binding upon the principals, agents, personal representatives, successors and assigns of the Seller and the agents, successors and assigns of the Buyer.

SHIPMENTS:

6. All material must be marked or tagged with complete order number and requisition number and be accompanied by packing list in detail.

7. No charge for package or drayage will be allowed. Material must be packed in conformity with tariff classification requirements so as to secure lowest freight rate.

8. All shipments unless otherwise specified must move "Collect" from f. o. b. point.

9. When forwarding by express both package and express receipt must plainly indicate express routing desired.

10. Material should not be forwarded by Parcel Post unless you are specifically instructed to so handle.

11. Unless advised to the contrary, small lots under 100 lbs. should be consolidated with others for same destination to make freight shipments of 100 lbs. or more.

12. Shipments on this order which may originate off our rails must be routed in accordance with instructions which must be obtained from our General Agent in territory from which material moves.

13. In order that our material may move at lowest possible cost, shipments of less than minimum carload should only be made when material is such as is usually ordered in less than carload quantities or it is not reasonable to assume we could increase sufficiently to make minimum carload nor authorize consolidation of shipments for two or more destinations.

14. In all other cases before allowing less than a carload to leave your plant you should have authority for such action either from Purchasing Agent placing order or Traffic Representative to whom you were referred for routing.

At times there are different rates on the same commodity depending on the carload minimum used, you should load to a minimum taking the lowest rate unless authorized as above to do otherwise.

INVOICES:

16. Invoices in duplicate, separately for each order, showing complete order and requisition number and accompanied by original signed bill of lading, shipping receipt, express receipt or other original signed receipt indicating delivery to our representative together with copy of inspection report if any required, should be forwarded to Purchasing Agent placing order.

MAXIMUM PRICES:

15. The Seller in accepting this order certifies to the Buyer and to the Office of Price Administration that prices to be charged do not exceed the maximum prices permitted by Office of Price Administration regulations.

RECEIVED
FEB 26 1944
ACCOUNTING DIVISION

RECEIVED
FEB 24 1944
ACCOUNTING DIVISION

RECEIVED
JAN 26 1944
FOR SURVEYS

101-D-2

January 25, 1944

Mr. H. C. Smith
Construction Engineer
DEPARTMENT

Please note attached letter from M. L. Jennings in regard to the University spur. It seems to me that since we have already paid for this spur we should be credited with it, now that it is removed. In other words, I don't see any reason why we should let them have the use of the money represented by its cost for a period of two or three years without interest.

I will be glad to discuss this matter with you.

Very truly yours,

CB:LF
Incl.

C. B. McCullough
Assistant State Highway Engineer

August 9, 1943

Mr. E. L. Jennings, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Reference is made to your communication of July 31 in regard to a certain switch which was originally laid in your new line for the purpose of serving the State University and later taken up because of the necessity for deferring the completion of the spur and the installation of proper oil pipe lines for serving the University.

In your communication you suggest that this switch material be stored at some convenient location on our property ready to be taken out and placed in the track at the proper time. We have no particular and specific objection to this procedure; however, we would <u>prefer</u> that you simply take over this material, giving us proper credit for the same on your bill. It is true that at the termination of the war this particular switch would doubtless have been used on some other work, as you state; however, in view of the fact that the material for the pipe line would have to be ordered, it occurs to us that if and when we were ready to make this installation, a new switch would be ordered from you and installed in the time it would take us to order and install the pipe line.

If you concur in the above, it is, therefore, suggested that you simply credit us with the material and place it back in your regular store stock.

We would be glad to hear from you in this connection.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:JF

cc Mr. H. G. Smith

S-2000

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

IN REPLY PLEASE REFER TO

M. L. JENNINGS.
SUPERINTENDENT

July 31, 1943

Mr. C. B. McCullough
Assistant State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with the line change at Eugene and substitution of a spur on new line for the old spur set in the State University.

The new switch was layed at the time of the laying of the new track and material and labor charged to the state in the regular manner. We were later informed that the spur would not be completed at this time but deferred until after the war. It is not advisable to keep any more switches in the main line than can be avoided and as this one could not be used we removed it at our own expense. The switch material is on hand and proper disposition of it should be made as the material was paid for by you.

It is my understanding that at the proper time you will ask that this spur be layed and the proper pipe connections and road be provided to the University. In order to avoid complication in accounts, wish to make the suggestion that this switch material be stored at some convenient location on your property, ready to be taken out and placed in the track at the proper time. The material can be stored outside exposed to weather but should be painted to protect against corrosion. I am making this suggestion as we have no place to store this class of material except in our regular store stock where it is likely to be used on some other work and would then require considerable bookkeeping to get the matter straightened out at the time if a year or two elapsed.

We would be pleased to hear from you if this arrangement is satisfactory.

Yours truly,

RECEIVED

FAGM 461-L-2

Salem, Oregon
July 6, 1943

Cross Referenced To
Maint
Traffic Signs
RR

Mr. H. G. Smith
Construction Engineer
O F F I C E

Cross Referenced To
Equip
Sals
Used Equip

Cross Referenced To
Materials
Sale

Dear Sir:

Please note the attached copy of letter from H. L. Jennings of June 30, which is in reply to my letter of June 17, with reference to a purchase by the Southern Pacific Company of certain second-hand signal material at Eugene.

I wish you would please arrange with K. D. Lytle to be sure and keep an accurate check of this material.

Very truly yours,

C. H. McCullough
Ass't. State Highway Engineer

JM:js
Encl.
CC - S. H. Probert

Jim:— Here is the blue print you asked for this morning. Please send copies of same to his company and letter of transmittal and back to me. Thanks

S-3000

IN REPLY PLEASE REFER TO

GMO 19637

Attention: Mr. C. B. McCullough

Gentlemen:

Referring to your letter of June 17th regarding the purchase of certain second-hand signal material at Eugene.

It will be satisfactory to our Company to have our signal men dismantle and load this equipment, and we will keep careful account of the cost of this work so that same may be deducted from the price quoted, which is to be paid for this secondhand equipment.

If you will notify your Division Engineer, we will arrange to do the work of dismantling and loading this signal equipment as soon as possible.

Yours very truly,

W. L. Jennings

RECEIVED
JUL 1 - 1943
OREGON
STATE HIGHWAY COMMISSION

S-1000

Company

PORTLAND, OREGON

IN REPLY PLEASE REFER TO

June 30, 1943

GMO 19637

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. C. B. McCullough

Gentlemen:

Referring to your letter of June 17th regarding the purchase of certain second-hand signal material at Eugene.

It will be satisfactory to our Company to have our signal men dismantle and load this equipment, and we will keep careful account of the cost of this work so that same may be deducted from the price quoted, which is to be paid for this secondhand equipment.

If you will notify your Division Engineer, we will arrange to do the work of dismantling and loading this signal equipment as soon as possible.

Yours very truly,

M. Cunningham

RECEIVED
JUL 1 - 1943
STATE HIGHWAY COMMISSION

(2F) 6/15

June 17, 1943

Mr. H. L. Jennings, Supt.,
Southern Pacific Company
Portland, Oregon

Dear Sir:

Reference is made to previous conferences with Mr. Haselton in regard to the purchase of certain second-hand signal material at Eugene.

A few weeks ago Mr. Haselton sent me a complete bill of this material listing second-hand prices amounting to a total of $1,546.39, these prices being (with one or two minor exceptions) approximately equivalent to one-half list price on all the items therein contained.

This matter was presented to the Highway Commission at its meeting in Portland on Tuesday, June 15, and the Commission authorized the sale of this material to you. It is my understanding that it is to be sold on the same basis as the track material except that you will probably load this on trucks rather than cars. In conference with Mr. Haselton and Construction Engineer H. G. Smith this morning it was decided that it would be best for you to take care of the loading and dismantling of this equipment and to deduct the cost of such dismantling and loading from the price quoted.

If this is satisfactory, we would be glad for you to so indicate and we will then notify our Division Engineer, Mr. K. D. Lytle, and also our Resident Engineer on the ground of the arrangements.

Very truly yours,

C. B. McCullough
Asst. State Highway Engineer

CBM:MC

H. G. Smith

(Jim has file to return to Mr. Hanger)

AGENDA
Jul. 13 1943
2-b

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem
May 21, 1943

SUBJECT: Rail salvage at Eugene

To:

Mr. R. H. Baldock,
State Highway Engineer
OFFICE

Dear Sir:

On April 6th the Highway Commission authorized us to sell to the Southern Pacific Company certain steel rails and other track material released from the Company's former main line at Eugene. In addition to this material there is a bunch of second-hand signal material for which the Company now offers $1,546.39 (see attached correspondence).

I recommend that authorization be obtained from the Highway Commission to sell this material to the Southern Pacific Company with the exception of one or more of the magnetic wigwags which we may want to retain for installation at Sheridan and elsewhere.

C. B. McCullough

CBM:MC

Let place on agenda.

REFERRED TO
H. R. Glavoyer
Assistant Chief Engr.
For Agenda

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 13th, 1943

SUBJECT: Second-Hand Signal Material at Eugene

To: Mr. C. B. McCullough
Asst. State Highway Engineer
O f f i c e

Dear Sir:

I hand you herewith report from Mr. Clymer concerning prices quoted by the Southern Pacific Company for second-hand signal material at Eugene.

Mr. Clymer finds the prices fair on all the items except three, where there is a slight discrepancy, the total of which only amounts to $2.60 on a $1,500.00 bill; therefore, I would recommend that we accept the Southern Pacific's prices without attempting to secure adjustment.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

...OLIVER, MEMBER
JOHN DAY

SALEM

May 12, 1943.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith,
Construction Engineer,
Office.

Subject: Southern Pacific Track at Eugene.

Dear Sir:

Regarding your letter of April 15th as to prices on second-hand track equipment we are salvaging and selling to the Southern Pacific Railroad Company at Eugene, Ore., we have checked the prices quoted by the Southern Pacific with the Storekeeper of the Union Pacific Railroad Co., and find that the prices quoted by the Southern Pacific are equivalent to one-half the list price for all items except the following:

4 Joints, ins. 112#	quoted price		$6.00	should be	$7.02
4 Joints, ins. 110#	"	"	6.00	"	" 6.94
4 Joints, ins. 90#	"	"	4.90	"	" 6.54

We are enclosing your office copy of the correspondence on this matter.

Very truly yours,

E. H. Clymer,
Priorities Supervisor.

EHC/H

GMO 19637

Second Hand Signal Material at Eugene Account of Line Change
Eugene - Springfield Junction

Quantity	Description	NewPrice	S.H.Price		Total
2	Crossarms, creosoted 8 pin	.88	.23		.46
2	Bolts, mach. 5/8" x 12" galv.	.12	.05		.10
13	Bolts, black iron 5/8" x 10"	.10	.04		.52
30	Braces, crossarm	.19	.09		2.70
26	Lag screws 1/2" x 3 1/2"	.03	.02		.52
36	Washers, square 2" x 2" x 1/8" galv.	.02	.01		.36
22	Bolts, carriage 3/8" x 4" galv.	.02	.01		.22
34	Pins, crossarm ½" x 9¼" galv.	.14	.07		2.38
9	Hookhead steps, 5/8" x 10"	.11	.05		.45
34	Insulators, glass #42	.05	No Good		
2	Boxes, lightning arrester	2.31	No Good		
1120#	Wire, #9 BWG	3.20C#	No Good		
20	Poles, various	7.00	No Good		
4	Style "B" 1 arm signals, comp.	350.00	117.64		470.56
2	Boxes, 20 cell battery wood	17.03	8.50		17.00
2	Boxes, 4 cell battery wood	2.50	No Good		
20	Cells, DMGO-5 storage batteries	6.40	3.20		60.40
1	Rectifier, RT-10	20.00	10.00	x	10.00
4	Rectifier, RV-7	16.00	8.00		32.00
17	Relays, DC-13 & H-75	24.00	10.00		170.00
1	Transformer RS-25	17.50	No Good		
1	Transformer RS-86	18.50	No Good		
5	Relays, DC-2	13.00	No Good		
8	Switch boxes, rotary type	20.00	10.00		80.00
6	Tie spacing straps	.31	.12		.72
4	Lugs, Fig. 3, comp.	1.07	.40		1.60
5	Rods, switch box operating	1.71	.51		2.55
8	Coil springs, Fig. 5	.02	.01		108
8	Units, .9 ohm adj. res.	1.08	.54		4.32
36	Jars, corning heat resist. glass	1.40	.70		25.20
36	Lids, Porcelain	.33	.16		5.76
6	Connectors, 3 screw (brass)	.12	.06		.36
11	Locks, signal	.44	.22		2.42
1	Lock, safety switch point	15.79	8.00	x	8.00
1	Lock, switch	.63	.31		.31
1	Fuse block	.30	.15		.15
3	Knife switches	.10	.05		.15
4	Wigwags, magnetic complete	281.56	131.80		527.20
2	Motor car indicators, disc.	20.00	10.00	x	20.00
1	Indicator post, short	10.00	5.00	✓	5.00
4	Joints, ins. 131#	14.84	7.40		29.60
4	Joints, ins. 112#	11.39	~~6.00~~ 7.0✓		24.00
4	Joints, Ins. 110#	11.39	~~6.00~~ 6.94		24.00
4	Joints, Ins. 90#	9.85	~~4.90~~ 6.54		19.60
	Total.				$1,546.39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

FAM 161-A-2

Salem, Oregon
June 1, 1943

SUBJECT:

To: Mr. C. B. McCullough
Asst. State Highway Engineer
O f f i c e

Dear Sir:

The attached bill against the Southern Pacific Company seems to be in line with the unit bid prices quoted by the Company and by Mr. Jenning's letter of April 1, 1943.

You would think that the price of 110 lb. angle bars should have been quoted at about 60 cents rather than 40 cents, considering that 45 cents was quoted for 90 lb. and 76 cents for 112 lb. However, as only three pieces are involved, it amounts to a very small amount.

The S. P. car weights of the loaded rails are considerably lower than the computed weights on a linear foot basis. The railway representative gave authority for billing at the increased computed weights, which we probably should not complain about. If this meets with your approval, it is ready to be handed to the Accounting Department.

Very truly yours,

S. H. Probert

S. H. Probert
Office Engineer

Encl.

Use scale weights.
C. B M'C.

Salem, Oregon, May 17, 1945

SOUTHERN PACIFIC COMPANY (Pacific Lines)

Pacific Building, Portland, Oregon

To OREGON STATE HIGHWAY COMMISSION, Dr.

MATERIAL SALVAGED FROM ABANDONED SOUTHERN PACIFIC COMPANY MAIN LINE AND PURCHASED BY SOUTHERN PACIFIC COMPANY PER THEIR ORDER NO. O-1314, REQ. NO. P-55255, BID NO. O-521 AND M. L. JENNINGS LETTER 4/1/43:

S. H. 90# Rail	1,581.2 Lin. Ft.		47,436#
S. H. 110# Rail	77.4 Lin. Ft.		2,340#
S. H. 112# Rail	2,314.0 Lin. Ft.		66,620#
S. H. 130# Rail	2,340.0 Lin. Ft.		101,041#
S. H. 131# Rail	4,786.2 Lin. Ft.		208,615#
TOTAL S. H. RAIL....	199.8536 G.T.	@ $28.00 G. T.	$5,581.90 *
S.H. Rail (Scale Weight)	195,5178 G.T.	@ $ 28.00	5.474.50
S. H. 90# Angle Bars	88	@ $ .45 Ea.	40.05
S. H. Continuous Joints, 90#	4 pieces	@ .45 Ea.	1.80
S. H. 110# Angle Bars	3	@ .40 Ea.	1.20
S. H. 112# Angle Bars	110	@ .76 Ea.	83.60
S. H. 130# Angle Bars	112	@ 1.015 Ea.	113.68
S. H. 131# Angle Bars	253	@ 1.015 Ea.	256.50
S. H. 110# Insulated Joints	2	@ 7.02 Ea.	14.04
S. H. 112# Insulated Joints	2	@ 7.02 Ea.	14.04
S. H. 130# Insulated Joints	2	@ 7.40 Ea.	14.80
S. H. 131# Insulated Joints	2	@ 7.40 Ea.	14.80
S. H. 90#-110# Compromise Joints	2	@ 8.00 Ea.	16.00
S. H. 90#-112# Compromise Joints	4	@ 8.00 Ea.	32.00
S. H. 110#-130# Compromise Joints	1	@ 8.50 Ea.	8.50
S. H. 112#-131# Compromise Joints	6	@ 8.50 Ea.	51.00
S. H. 130#-131# Compromise Joints	2	@ 9.00 Ea.	18.00
S. H. 90# Track Bolts	189	@ .05675 Ea.	10.73
S. H. 112# Track Bolts	382	@ .05675 Ea.	30.54
S. H. 130# Track Bolts	194	@ .05675 Ea.	11.01
S. H. 131# Track Bolts	361	@ .05675 Ea.	20.49
S. H. Lock Washers	1,101	@ .025 Ea.	27.53
S. H. Track Spikes	8,921	@ .01905 Ea.	169.95
S. H. Rail Anti-Creepers	2,297	@ .11905 Ea.	273.46
S. H. 90# Tie Plates	854	@ .1423 Ea.	121.52
S. H. 110# Tie Plates	60	@ .1423 Ea.	8.54
S. H. 112# Tie Plates	1,210	@ .1423 Ea.	172.18
S. H. 130# Tie Plates	1,429	@ .1423 Ea.	203.35
S. H. 131# Tie Plates	2,858	@ .1423 Ea.	406.69
Treated Cross Ties	1,261	@ .50 Ea.	630.50
Untreated Cross Ties	812	@ .35 Ea.	284.20
		TOTAL	~~$8,882.00~~

ALL MATERIALS F.O.B. SOUTHERN PACIFIC CARS AT POINT OF LOADING BETWEEN SPRINGFIELD JUNCTION AND EUGENE, OREGON

8.495.20

Salem, Oregon, May 17, 1943

PACIFIC COMPANY (Pacific Lines)

Pacific Building, Portland, Oregon

To OREGON STATE HIGHWAY COMMISSION, Dr.

MATERIAL SALVAGED FROM ABANDONED SOUTHERN PACIFIC COMPANY MAIN LINE AND PURCHASED BY SOUTHERN PACIFIC COMPANY PER THEIR ORDER NO. O-1514, REQ. NO. P-53285, BID NO. O-521 AND M. L. JENNINGS LETTER 4/1/43:

* On authority of Southern Pacific Company field representatives, rail weights were computed rather than figured on scale weight basis. The following figures were furnished by the Southern Pacific Company:

Rail - 90#ARA-A	.....	actual	weight	90.00	lb.	per yard
110#RE	.....	"	"	110.56	"	" "
112#RE	.....	"	"	112.80	"	" "
130#PS	.....	"	"	129.64	"	" "
131#RE	.....	"	"	130.76	"	" "

The itemized list of materials on page 1 comprises all materials salvaged between the East end of the abandoned line and the crossing at Villard Street, Eugene, excepting a small amount of scrap. This scrap will be picked up and weighed when the Southern Pacific Company begins operations to salvage the remainder of the abandoned line.

DISCREPENCIES BETWEEN SCALE WEIGHTS AND COMPUTED WEIGHTS ON RAIL

Car No.	Scales Net Weight	Computed Net Weight	Difference
S.P.92524	112,320	114,229	1909
SP 95025	106,040	109,148	3108
SP 46622	119,200	121,995	2795
SP 93424	100,400	101,180	780
TOTALS	457,960	446,552	8592

O.K. 5-20 1943
F.E. Englebretson
RES. ENGR
APPROVED
DIV ENGR

Salem
May 21, 1943

Rail salvage at Eugene

Mr. R. H. Baldock,
State Highway Engineer
O F F I C E

Dear Sir:

On April 6th the Highway Commission authorized us to sell to the Southern Pacific Company certain steel rails and other track material released from the Company's former main line at Eugene. In addition to this material there is a bunch of second-hand signal material for which the Company now offers $1,546.39 (see attached correspondence).

I recommend that authorization be obtained from the Highway Commission to sell this material to the Southern Pacific Company with the exception of one or more of the magnetic wigwags which we may want to retain for installation at Sheridan and elsewhere.

CBM:MC

C. B. McCullough

April 14, 1943

Mr. M. L. Jennings,
Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your communication of April 12 in reference to the removal of your former main line at Eugene.

It is noted that in view of the extreme shortages of your regular track forces it will be necessary to do this work under a blanket contract with Morrison-Knudsen Company. In view of the fact that this is not a special contract it is the opinion of our Chief Counsel, Mr. J. M. Devers, that the use of such contract labor on the part of the Southern Pacific Company does not conflict with paragraph 18 of the agreement between the State and the Southern Pacific Company covering this project.

You may, therefore, consider this letter as approval of this arrangement on the part of the State and may proceed with the work of removing this rail and track material.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:MC

cc - J. M. Devers
H. G. Smith

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

M. L. JENNINGS,
SUPERINTENDENT

IN REPLY PLEASE REFER TO

April 12, 1943

GMO 19637

Mr. H. R. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. C. B. McCullough

Dear Sir:

Referring to conversation with Mr. Fair of our Engineering Department in connection with the removal of the former main line at Eugene as a recollectible item under the Eugene railroad, highway line change.

We now find ourselves in the position of having no track forces directly on our payroll to do this work, and to get this track out of the contractor's way. At the present time it will be necessary for us to use our contract labor which will result in track labor costs of approximately $1.25 per hour including percentages.

For your information our contract labor is furnished by Morrison-Knudsen Company and the contract under which we are working applies to the entire division of the Southern Pacific Company placing the men under our jurisdiction, and giving us the rights to use them at any locations as we see fit to do. We, therefore, are of the opinion that the use of such contract labor on the part of the Southern Pacific does not conflict with paragraph 18 of the agreement between the State and the Southern Pacific covering this project as no special contract will be written for this work. Upon the receipt of a letter from the State advising us that the use of such labor is acceptable to the State on the recollectible basis, we will proceed with the work.

This item of removing the track is covered by "Job B" of our estimate of which you have a copy. The estimated cost of this track removal amounts to $2552 and it is possible that the additional cost of contract labor might increase this to $3500. However, we believe that even with contract labor on this item we will be able to stay within the limits of the estimated cost of the entire project.

Yours very truly,

M L Jennings

RECEIVED
APR 13 1943
STATE HIGHWAY COMMISSION

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. O-1314

Req. No. P-53233

Bid No. 9-39

OREGON STATE HIGHWAY
COMMISSION
SALEM, OREGON

Att'n M. L. JENNINGS
LETTER 4/1/43

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION	
4952	LIN FT S.H. 90# RAIL 66.32 G.T.	28.00 G.T.
222	" S.H. 110# RAIL 3.63 G.T.	28.00 G.T
8051	" S.H. 112# RAIL 134.18 G.T.	28.00 G.T.
2340	" S.H. 130# RAIL 45.27 G.T.	28.00 G.T.
6867	" S.H. 131# RAIL 133.86 G.T.	28.00 G.T.
	383.26 G.T.	

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

INVOICE	BY	DATE
REGISTERED		
MATCHED		
COMPARED		
PRICE CHECK		
EXT. CHECK		
COST DIST.		
SECRECATED		
APPROVED		

COPY

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 1 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

[redacted]
cc - W.J. Smith

[redacted]
Assistant State Hwy. Engineer

S-2004

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. O-1314
Req. No. P-53234
Bid No. O-521 & M. L. JENNINGS LETTER 4/1/43

OREGON STATE HIGHWAY COMMISSION

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION	
172	S.H. 90# ANGLE BARS	.45 EA.
2	S.H. 110# ANGLE BARS	.40 EA.
396	S.H. 112# ANGLE BARS	.76 EA.
112	S.H. 130# ANGLE BARS	1.015 EA
334	S.H. 131# ANGLE BARS	1.015 EA
6	S.H. 90# INSULATED JOINTS	6.54 EA.
6	S.H. 112# INSULATED JOINTS	7.02 EA.
4	S.H. 131# INSULATED JOINTS	7.40 EA.

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

INVOICE | BY | DATE
REGISTERED
MATCHED
COMPARED
PRICE CHECK
EXT. CHECK
COST DIST.
SEGREGATED
APPROVED

COPY

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 2 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

[redacted]
cc - K. J. [illegible]

[redacted]
Assistant State Hgy. Engineer

S-2004

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

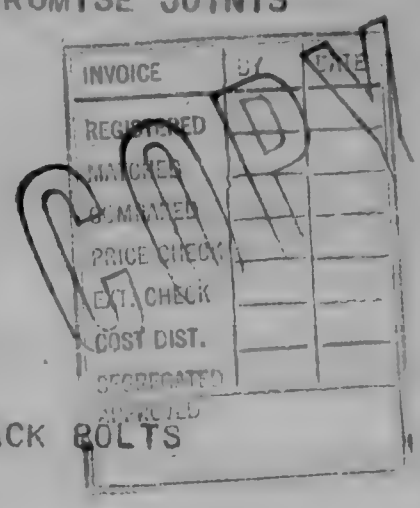
Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. O-1314
Req. No. P-53235
Bid No. O-521

OREGON STATE HIGHWAY COMMISSION
& M. L. JENNINGS
LETTER 4/1/43

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION	
6	S.H. 90# TO 110# COMPROMISE JOINTS	8.00 EA
6	S.H. 90# TO 112# COMPROMISE JOINTS	8.00 EA.
12	S.H. 112# TO 131# COMPROMISE JOINTS	8.50 EA.
2	S.H. 130# TO 131# COMPROMISE JOINTS	9.00 EA
130	S.H. 90# TRACK BOLTS	.05675 EA.
4	S.H. 110# TRACK BOLTS	.05675 EA.
792	S.H. 112# TRACK BOLTS	.05675 EA.
224	S.H. 130# TRACK BOLTS	.05675 EA.
668	S.H. 131# TRACK BOLTS	.05675 EA
168	S.H. VARIOUS SIZES TRACK BOLTS	.05675 EA



PURCHASERS SYMBOL: DP
ALLOCATION SYMBOL:

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 3 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

S. H. Hollingsworth
Assistant State Hwy. Engineer

cc - W.J. Smith

S-2004

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. O-1314
Req. No. P-53236
Bid No. O-521

OREGON STATE HIGHWAY COMMISSION

& M. L. JENNING
LETTER 4/1/43

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION	
1856	S.H. LOCK WASHERS	.025 EA.
10200	S.H. TRACK SPIKES	.01905 EA.
4464	S.H. RAIL ANTI CREEPERS	.11905 EA.
2352	S.H. 90# TIE PLATES	.1423 EA.
114	S.H. 110# TIE PLATES	.1423 EA
3990	S.H. 112# TIE PLATES	.1423 EA.
1256	S.H. 130# TIE PLATES	.1423 EA.
3738	S.H. 131# TIE PLATES	.1423 EA.

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

COPY

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 4 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

S. B. McKinney
Assistant State Hwy. Engineer

cc - R.J. Hurd

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. 0-1314
Req. No. P-53237
Bid No. 0-521
& M. L. JENNIN
LETTER 4/1/43

OREGON STATE HIGHWAY
COMMISSION

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION	
74	PR SCRAP 90# CONTINUOUS JOINTS 6.364#	18.00 G.T.
15262	EA. SCRAP TRACK SPIKES 12820#	18.00 G.T.
510	EA. SCRAP 90# TRACK BOLTS 811#	18.00 G.T.
640	EA. SCRAP LOCK WASHERS 160#	18.00 G.T.

COPY

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 5 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

[redacted]

cc - K.S. Wood

[redacted]
Assistant State Hwy. Engineer

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. O-1314
Req. No. P-53238
Bid No. O-521
& M. L. JENNINGS
LETTER 4/1/43

OREGON STATE HIGHWAY COMMISSION

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE RECOVERED FROM U OF O SPUR
1	S.H. 112# SWITCH 106.50 EA
1	S.H. 112# FROG 84.45 EA
2	S.H. 112# GUARD RAILS COMPLETE 46.66 LO

COPY

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 6 CONT.

E. B. McCullough
Assistant State Hwy. Engineer

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

cc - K J Smith

S-2004

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. 0-1314
Req. No. P-53239 PG 7
Bid No. 0-5211
C. M. L. JENNING
LETTER 4/1/43

OREGON STATE HIGHWAY
COMMISSION

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION

ANY CROSS TIES THAT CAN BE RECOVERED AND USED
FOR UNTREATED .35 EA.
CREOSOTED CROSS TIES .50 EA.

FOB CARS S. P. RAILS AT POINT OF LOADING BETWEEN SPRINGFIELD JUNCTION AND EUGENE, OREGON

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

(Original Signed) E. H. Polk
Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

[redacted]
cc - W. J. Smith

[redacted]
Assistant State Hwy. Engineer

April 12, 1943

Mr. E. L. Jennings,
Superintendent
Southern Pacific Co.,
Union Station
Portland, Oregon

Dear Sir:

Reference is made to our former correspondence in regard to the purchase of certain rail and track material to be released from your former main line at Eugene.

We have now received a copy of your purchase order. However, you did not give us the unit prices for the various items other than rail, ties, and scrap material. It is our understanding from your offer of April 1, which was accepted by the Highway Commission, that we are to bill you $28.00 per gross ton for all second-hand rail; $18.00 per gross ton for scrap; 50¢ per tie for all usable second-hand creosoted ties including switch ties; and 35¢ per tie for all usable second-hand untreated ties. We are also to bill you 1/2 price for all other second-hand track material, and it is in reference to this last item that we desire unit prices.

There will be certain turnout material, switches, frogs, et cetera, also certain rail fittings, angle bars, rail braces, anti creepers, track bolts, tie plates, et cetera. We will be glad if you will give us the store-room prices on this last group of material.

Yours very truly,

C. B. McCullough
Assistant State Hwy. Engineer

CBM:MC

cc - W.Y. Smith

April 10, 1943

Mr. W. L. Jennings,
Superintendent
Southern Pacific Co.,
Union Station
Portland, Oregon

Dear Sir:

Reference is made to your communication of April 1 tendering the State Highway Commission an offer to purchase certain rail and track material to be released from your former main line at Eugene.

The Highway Commission considered your offer and the same was accepted.

It is my understanding that you will submit to us a purchase order covering in detail the various items and quantities involved together with unit prices on all turnouts, fittings, et cetera. It is our further understanding that the rails are to be paid for on the basis of scale weight but all other material on a unit price basis. If this arrangement is satisfactory you may proceed at once with the removal of this material.

Confirming our previous conversations with Mr. George Fair, it is our understanding that enough material will be retained by the State t build the Springfield Spur but that we will not attempt to build the University Spur at this time. In removing the present University Spur it would be my idea that we should bill you for the entire cost of this material and if there is any question about the ownership of the spur we will make the necessary adjustments with the University of Oregon.

Yours very truly,

C. B. McCullough
Assistant State Hwy. Engineer

CBM:MC

cc - H. G. Smith

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9th, 1943

SUBJECT: Sale of Southern Pacific Track at Eugene

To: Mr. C. B. McCullough
Asst. State Highway Engineer
O f f i c e

Dear Sir:

The attached is the bill of material contained in the 500 lineal feet of Southern Pacific track which we propose to leave in place in front of the Campbell Ice Plant at Eugene and sell to Mr. Campbell.

This does not include the turnout switch, since it was a temporary installation and assumed to belong to the Southern Pacific Company. Mr. Campbell will make his own arrangements for the installation of the switch.

Mr. Campbell and the Southern Pacific Roadmaster were on the ground when this inventory was taken, so I believe he is familiar with this bill of material.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

...N PACIFIC TRACK MATERIAL IN FRONT OF CAMPBELL ICE PLANT AT EUGENE

1,000 Lin. Ft. 90-Lb. Rail (13.39 Tons)	at	$28.00	$374.92
106 Creosoted or Cedar Ties (Good)	"	0.50	53.00
53 " " " " (Fair)	"	0.25	13.25
114 " " " " (Poor)			
504 Regular Tie Plates	"	0.1423	71.71
1,094 Spikes	"	0.01905	20.84
175 Rail Creepers	"	0.20	35.00
18 LBars	"	0.50	9.00
40 Continuous Joints	"	~~0.90~~ 0.45	~~36.00~~ 18.-
40 Tie Plates for Continuous Joints	"	0.20	8.00
2 Insulated Joints	"	1.00	2.00
115 Nuts, Bolts Etc.	"	0.05675	6.52
115 Nut Locks	"	0.025	2.87
			$633.11
			- 18.-
			$615.11

Say $600#

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9th, 1943

SUBJECT: Southern Pacific Track at Eugene to be Reserved

To: Mr. C. B. McCullough
Asst. State Highway Engineer
O f f i c e

Dear Sir:

In connection with the sale of the Southern Pacific track material at Eugene, we wish to reserve the following amount of track material for certain installations of our own:

University Spur:

922 Lin. Ft. of Rail
252 Good Ties
Necessary Tie Place Spikes
and Other Incidentals

OK Springfield Spur:

372 Lin. Ft. of Rail ——
101 Good Ties —
Necessary Tie Place Spikes
and Other Incidentals

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

(a) Take up Univ Spur and Bill SP.
(b) Bill SP for all turnouts
(c) Check contract.

OREGON STATE

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. 0-1314

Req. No. P-53233

Bid No. 0-52[illegible]

OREGON STATE HIGHWAY
COMMISSION
SALEM, OREGON

& M. L. JENNINGS
LETTER 4/1 '43

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION
4952	LIN FT S.H. 90# RAIL 66.32 G.T.
222	" S.H. 110# RAIL 3.63 G.T.
8051	" S.H. 112# RAIL 134.18 G.T.
2340	" S.H. 130# RAIL 45.27 G.T.
6867	" S.H. 131# RAIL 133.86 G.T.
	383.26 G.T.

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

INVOICE	Y	DATE
REGISTERED		
MATCHED		
COMPARED		
PRICE CHECK		
EXT. CHECK		
COST DIST.		
SEGREGATED		
APPROVED		

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 1 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. 0-1314
Req. No. P-53234
Bid No. 0-521
& M. L. JENNINGS
LETTER 4/1/43

OREGON STATE HIGHWAY COMMISSION

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION
172	S.H. 90# ANGLE BARS
2	S.H. 110# ANGLE BARS
396	S.H. 112# ANGLE BARS
112	S.H. 130# ANGLE BARS
334	S.H. 131# ANGLE BARS
6	S.H. 90# INSULATED JOINTS
6	S.H. 112# INSULATED JOINTS
4	S.H. 131# INSULATED JOINTS

INVOICE
REGISTERED
MARKED
COMPUTED
PRICE CHECK
EXT. CHECK
COST DIST.
SEGREGATED
FILED

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 2 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. O-1314
Req. No. P-53235
Bid No. O-521
& M. L. JENNINGS
LETTER 4/1/43

OREGON STATE HIGHWAY
COMMISSION

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION
6	S.H. 90# TO 110# COMPROMISE JOINTS
6	S.H. 90# TO 112# COMPROMISE JOINTS
12	S.H. 112# TO 131# COMPROMISE JOINTS
2	S.H. 130# TO 131# COMPROMISE JOINTS
130	S.H. 90# TRACK BOLTS
4	S.H. 110# TRACK BOLTS
792	S.H. 112# TRACK BOLTS
224	S.H. 130# TRACK BOLTS
668	S.H. 131# TRACK BOLTS
PURCHASERS SYMBOL: DP	
168	S.H. VARIOUS SIZES TRACK BOLTS
ALLOCATION SYMBOL:	

INVOICE	BY	DATE
REGISTERED		
MATCHED		
COMPUTED		
PRICE CHECK		
... CHECK		
COST DIST.		
SEGREGATED		

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 3 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. 0-1314

Req. No. P-53236

Bid No. 0-521
& M. L. JENNINGS
LETTER 4/1/43

OREGON STATE HIGHWAY
COMMISSION

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION
1856	S.H. LOCK WASHERS
10200	S.H. TRACK SPIKES
4464	S.H. RAIL ANTI CREEPERS
2352	S.H. 90# TIE PLATES
114	S.H. 110# TIE PLATES
3990	S.H. 112# TIE PLATES
1256	S.H. 130# TIE PLATES
3738	S.H. 131# TIE PLATES

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 4 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. O--1314
Req. No. P-53238
Bid No. O-521
& M. L. JENNINGS
LETTER 4/1/43

OREGON STATE HIGHWAY
COMMISSION

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

	FOLLOWING MATERIAL TO BE RECOVERED FROM U OF O SPUR
1	S.H. 112# SWITCH
1	S.H. 112# FROG
2	S.H. 112# GUARD RAILS COMPLETE

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

PAGE 6 CONT.

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

S-2004

Pacific Bldg., Portland, Ore., APRIL 9, 1943

Order No. 0-1314

Req. No. P-53239 PG 7

Bid No. 0-5211

OREGON STATE HIGHWAY COMMISSION

℅ M. L. JENNING
LETTER 4/1/43

Please ship the following to SOUTHERN PACIFIC COMPANY,
care of ASST. TO GEN. STKPR.
BROOKLYN, OREGON
via:
FREIGHT S. P. CO.

FOLLOWING MATERIAL TO BE PURCHASED FROM OREGON STATE HIGHWAY COMMISSION

ANY CROSS TIES THAT CAN BE RECOVERED AND USED FOR UNTREATED CREOSOTED CROSS TIES

PURCHASERS SYMBOL: DP

ALLOCATION SYMBOL:

FOB CARS S. P. RAILS AT POINT OF LOADING BETWEEN SPRINGFIELD JUNCTION AND EUGENE, OREGON

INVOICES COVERING THE ABOVE MATERIAL SHOULD BE MADE ON THE SIMPLIFIED INVOICE FORM.

O H Cool

Purchasing Agent.

(SEE REVERSE SIDE FOR CONDITIONS AND INSTRUCTIONS)

161-2

FOR FILING

EAGM 161-2

5. supplemental
4-7-43

my file & mc Cullough 4/10/43

returned 4/15

Re Telephone Conversation today

Attached is a list of Material
and Estimated Value of Materials of
500 ft of track including one
switch.

This is for your information
and as quote submitted, and as they
sent to you because Mr Jennings is out
of town and will not return for few
days. Hoping this will answer the purpose

Yours Truly
R C Knight
365 Union St.
Portland

Estimated Value 500 ft. Track including one switch

Ea.	1	SH 90# Switch & Frog No. 10 complete, guard rails etc.	$240.
LF	955	SH 90# Rail 12.79 GT @ 28.00	358.
Prs	35	SH 90# Angle bars @ 90¢	32.
Ea	140	SH Bolts @.05675	8.
Ea	140	SH Nut locks @ .025	4.
Ea	514	SH Tie plates @ .1423	73.
Ea	1088	SH Track spikes @ .01905	21.
		Total metal	$736.00

Ea	1	Set switch ties SH @	$60.
Ea	224	Track ties SH @ 50¢	112.
		Total Ties	$172.00

Total Material $908.00

In addition to above following items required:

CY	200	Gravel Ballast
Ea	1	Bonding and insulating switch
TF	500	Laying and surfacing track
Ea	1	Installing switch

RECEIVED
APR
FC

FORM 61-B-2

Salem
April 3, 1943

Salvage of railway tracks
in Eugene

Mr. R. H. Baldock
Chief Engineer
OFFICE

In reference to the attached, Mr. Clymer has checked the selling prices and they are Okay. Mr. DeSouza thinks we should leave enough of the main track in at the north end to furnish a spur for the ice plant.

I would like to discuss this with you.

CBM:MC
encl.

C. B. McCullough

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

AGENDA APR 7 19

5 supplemental

Salem
April 2, 1943

SUBJECT: Salvage of railway tracks in Eugene

To:

Mr. R. H. Baldock
Chief Engineer
O F F I C E

In reference to the attached, Mr. Clymer has checked the selling prices and they are Okey. Mr. DeSouza thinks we should leave enough of the main track in at the north end to furnish a spur for the ice plant.

I would like to discuss this with you.

C. B. McCullough

CBM:MC
encl.

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

M. L. JENNINGS, SUPERINTENDENT

April 1, 1943

IN REPLY PLEASE REFER TO GMO 19637

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. C. B. McCullough

Dear Sir:

Referring to past correspondence and recent conversation in your office with member of our Engineering Department relative to the purchase on the part of the Southern Pacific of the rail and track material to be released from the former main line at Eugene.

We have given further consideration to your letter of August 20th in which you outline briefly the prices you desire to receive for the material in question. We, therefore, at this time wish to make the following purchase offer: The Southern Pacific to buy the material f.o.b. cars at Eugene and to pay ceiling price of $28.00 per gross ton for all secondhand rail, 1/2 new price for all other secondhand track material and $18.00 per gross ton for scrap, also the Southern Pacific Company to pay 50¢ per tie for all usable secondhand creosoted ties including switch ties and 35¢ per tie for all usable secondhand untreated ties--by the word usable we mean in this instance ties which would have two years life if we installed them in tracks elsewhere. The question of life of tie to be covered by Southern Pacific inspection. On this basis the State would receive the following approximate amounts for track material other than ties.

Secondhand rail	383.26 gross ton (22,432 L.F.)	$10,730.28
Secondhand track material (Joints, bolts, spikes, plates, frog, switch points, etc.)		3,760.40
Scrap (Miscellaneous items)		162.00
		$14652.68

These quantities and figures are approximate and will ~~vary~~ depending upon joint inspection and classification of material as it is removed and loaded; however, we do not expect the above figures to be materially decreased.

As we advised you, there will be some signal and telegraph material which we also will desire to purchase from you. However, such material has not yet been listed and we will contact you at a later date relative to these items.

We understand that our offer will have to be placed before the Highway Commission for final approval at their meeting on April 7th.

Very truly yours,

M. L. Jennings

4

SOUTHERN PACIFIC TRACK MATERIAL IN FRONT OF CAMPBELL ICE PLANT AT [redacted]

1,000 Lbs. Ft. 90-lb. Rail (13.39 Tons)	@	$28.00	$374.92
106 Converted or Cedar Ties (Good)	@	0.50	53.00
53 " " " " (Fair)	@	0.25	13.25
114 " " " " (Poor)			
504 Regular Tie Plates	@	0.1423	71.71
1,096 Spikes	@	0.01906	20.84
275 Rail Creepers	@	0.80	35.00
18 Elbows	@	0.50	9.00
40 Continuous Joints	@	0.90	36.00
40 Tie Plates for Continuous Joints	@	0.20	8.00
2 Insulated Joints	@	1.00	2.00
116 Nuts, Bolts Etc.	@	0.05675	6.52
115 Nut Locks	@	0.025	2.87
			$633.11

RECEIVED
MAR 2 1943
FOR FILING

FACM 161-E-2

Salem
February 24, 1943

Mr. H. G. Smith
Construction Engineer
O F F I C E

I would like to discuss with you the matter of salvaging rails, signals, et cetera, at Eugene.

CBM:MC

C. B. McCullough

RECEIVED
FEB 24 1943
FOR FILING

EAC-M 161-Lr-7

February 22nd, 1943

Mr. H. L. Armitage, Superintendent
Northern Pacific Company
Main Yard
Portland, Oregon

Dear Sir:

We do not appear to have received any definite advice from you whether or not you wish to purchase the stock from your old main line at Argyle.

I would appreciate being advised as soon as possible in order that we can make the necessary arrangements for disposing of it if you do not care to purchase it.

Very truly yours,

L. H. MILLOCK
[illegible]

H

cc to: H. S. Smith
E. D. Lytle

NOTED
C. B. McCullough

RECEIVED
APR 1
FOR FILES
FARM 61-4-2

April 15, 1943

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

This is to inform you that we have today been advised by Creek Sees Black that his claim against Strong & Macdonald, Inc., in connection with state highway contract No. 2569, has been met with a satisfactory adjustment.

This information is given you inasmuch as you appear surety on the bond furnished by Strong & Macdonald, Inc., in connection with this contract.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

cc - Strong & Macdonald, Inc.
1011 East F Street
Tacoma, Washington

April 15, 1943

Mr. Frank Gees Black
Department of English
University of Oregon
Eugene, Oregon

Dear Sir:

I wish to acknowledge receipt of and thank you for your letter of April 14, advising that you claim against Strong & Macdonald, Inc., in connection with state highway contract No. 2549, has been satisfactorily adjusted. We are making note of this on our records of this contract.

Very truly yours,

AM

Secretary

NOTED
A. L. MONSON

UNIVERSITY OF OREGON
COLLEGE OF LIBERAL ARTS
EUGENE, OREGON

DEPARTMENT OF ENGLISH

April 19, 1943

Mr. H. B. Glaisyer, Sect.
Oregon State Highway Commission
Salem, Oregon

Dear Sir: -

Thank you for the letter of April 8, notifying me of your intention to make final payment to Strong & Macdonald, Inc. My claim against them has been met with a satisfactory adjustment.

Very truly yours,
Frank Geo Black

REFERRED TO
miss nimmon
BY SECRETARY
record on card — notify mach. cc & contract

RECEIVED
APR 1 1943
FOR FILE

FAGM 161-D-2

April 8, 1943

Mr. Frank Gees Black
1901 Fairmount Blvd.
Eugene, Oregon

Dear Sir:

This is to advise you that the State Highway Commission is about ready to make final payment to the contractors, Strong & Macdonald, Inc., in connection with their contract No. 2549 for 1.87 miles of railroad roadbed construction work on the Eugene-Judkins Point Section of the Pacific Highway, in Lane County.

In accordance with our usual custom, we are bringing this to your attention, inasmuch as you have a claim filed against the contract bond, and we have received no notice that the claim has been settled.

This final payment will be made on or after April 19, 1943.

Very truly yours,

Secretary

WBG:MB

NOTED
A. L. MONSON

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FAGM 161-D-2

March 30, 1943

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAGM 161-D(2)(On)
Eugene-Judkins Point Sec.
Pacific Highway

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the modified project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J. Caufield

L.J. Caufield
Sr. Highway Engineer

Encl.

RECEIVED
MAR 31 1943
OREGON
STATE HIGHWAY COMMISSION

Wash 15376

Oregon Federal Aid Grade Crossing Project No. SN-FAGM 161 (on)
Section D(2)

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 20, 1942 by the Oregon State Highway Commission, and on June 2, 1942 by the Federal Works Administrator, the said parties entered into an agreement for the improvement of that certain highway described therein and designated as Oregon Federal Aid Grade Crossing Project No. SN-FAGM 161 (on), Section D(2); and

WHEREAS, the said State Highway Department has requested approval of a revision of the estimate approved for said project to provide that the Federal funds approved and set aside to the credit of said project be increased from $215,285.00 to $267,983.65.

NOW, THEREFORE, it is hereby mutually agreed by and between the said State Highway Department and the Administrator that the estimate be revised in the manner above indicated and that said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications and estimates, and the sum of two hundred sixty-seven thousand, nine hundred eighty-three and 65/100 dollars ($267,983.65) as the share of the United States payable under said act on account of Section D(2) of said project, which is the approved total estimated cost thereof;"

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(2) of said project shall not in any event exceed the sum of two hundred sixty-seven thousand, nine hundred eighty-three and 65/100 dollars ($267,983.65), certified to the Secretary of the Treasury as

RECEIVED
AUG 8 1942
DISTRICT 1

above mentioned, which is the approved total estimated cost thereof."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

IN WITNESS WHEREOF the parties have hereunto affixed their signatures, the Highway Department on December 28 1942, and the Administrator on MAR 8 1943.

OREGON STATE HIGHWAY COMMISSION

By Henry L. Cabell
Chairman, State Highway Commission

By Sloan McCulloch
Member, State Highway Commission

By Herman Oliver
Member, State Highway Commission

FEDERAL WORKS ADMINISTRATOR,

By W. C. Tearu
Acting Commissioner of Public Roads

Oregon Federal Aid Grade Crossing Project No. 3H-FAGM 161(cm)
Section D(2)

RECEIVED
DEC 9 1942
DISTRICT 1

Form PR. 3—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Federal Aid Grade Crossing Project No. [redacted] (on) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $267,983.65 in lieu of the $215,285.00 approved by Certificate dated June 2, 1942 as the total estimated cost of said project, and the sum of $267,983.65 as the share of the United States, payable under said acts on account of such project, which [redacted] is the [redacted] total estimated cost.

Done at the city of Washington, this ..... day of .....

one thousand nine hundred and MAR 8 1943

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10180

RECEIVED
MAR 1
FOR FILING

FAGM 161-D-2

March 15, 1943

Cross Referenced To
Materials
SalVage

#1955

Mr. H. W. Hall,
1795 Rose Street
Eugene, Oregon

Dear Mr. Hall:

Your communication of February 22, addressed to the Secretary of State, has been referred to this office for reply.

This communication has to do with the matter of removal of rails from the vacated Southern Pacific line in the City of Eugene and you make inquiry as to whether or not it would be possible for you to make arrangements for doing this work for us.

You are correct in your assumption that this vacated track has passed into the possession of the State. However, this office is at the present time negotiating with two parties for the sale of this material to them. If we are successful in making a deal we will probably pass title to the material in its present location so that the job of removing and salvaging it will be done by the purchaser.

However, if we are unsuccessful in disposing of this material in the manner above mentioned, and if we decide to contract the job of salvaging the rails, either in whole or in part, we will be glad to get in touch with you.

I am forwarding your communication today to Construction Engineer H. G. Smith with the suggestion that he bear your offer in mind in the event we decide to handle any portion of this work in the manner which you suggest.

We wish to thank you for your offer.

Yours very truly,

C. B. McCullough
Assistant Chief Engineer

CBM:MC
cc - Secretary of State
H. G. Smith

ROBERT S. FARRELL JR.
SECRETARY OF STATE
SALEM, OREGON

March 12, 1943.

Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

I am enclosing copies of correspondence I have had with Mr. H. W. Hall of Eugene, together with his original letter to me.

I originally thought this might be a Board of Control matter, but in talking with the other members of the Board, they suggested that it unquestionably was one of your projects.

You will undoubtedly want to write to Mr. Hall as to whether or not his suggestions can be used.

Very truly yours,

Robert S. Farrell Jr.

RSF:DMc

RECEIVED
MAR 13 1943
STATE HIGHWAY COMMISSION

ROBERT S. FARRELL Jr.
Secretary of State
SALEM, OREGON

March 12, 1943

Mr. H. W. Hall
1795 Moss Street
Eugene, Oregon

Dear Mr. Hall:

Since writing you on March 1, I find that the Board of Control is not handling this property, but it is being handled through the Highway Department, and I am sending your communication over to that department, with copies of my correspondence with you.

No doubt you will hear directly from the Highway Department.

COPY

Very truly yours,

Secretary of State

RSF:DMc

Eugene, Ore., Feb. 22, 1943.

RECEIVED
FEB 26 1943
ROBERT S. FARRELL JR.

Secretary of State of Oregon,

Salem, Ore.

My dear Mr. Secretary:

I learned yesterday that the piece of S.P.R.R., track vacated a couple of days ago owing to a change of routing of their trains into the city, had passed into the possession of the state. I presume in view of this fact that the state will proceed (in due time) to take up the rails along this strip running from the crossing at the east end of 8th street to the city limits, along with the ties.

It occurred to me that here was an opportunity for me to obtain a job from the state to pull the spikes and remove the ties from their present spiked condition.

I observed above that no doubt you would be undertaking this work, but I have no idea when, but while waiting for opportunity to put a force of men at this work, I feel that I could obtain a spike puller from the Roadmaster here, and begin removing the spikes over this stretch, and I presume you may have some disposition of the "sound" ties in view, but those that show some decay you would either burn on the right of way (R.R.). Should you authorize me to go ahead and remove the spikes, I would be pleased to use such ties as are not fit for other jobs for fuel for my home. As no woodsaw would tackle R.R., ties to saw up into shorter lengths owing to the gravel imbedded more or less in the tie, it would be necessary to use an axe to reduce them to usable lengths.

As I live just 5 or 6 blocks from the job, and as I am compelled to be at home as much as possible on account of illness of my wife, and no 3rd person to care for her, I would greatly appreciate this opportunity to work close by my home.

The U.S.Employment office are advertising for R.R., laborers at 75 cts per hour, I would be willing to serve at the same rate of pay. I own my home and have lived here for over 40 yrs, have two sons in the army, and am considered responsible. May I hear from you, please.

Sincerely yours,

H.W.Hall, 1795 Moss St.

(I'm ready to go at it anytime you authorize me to)

RECEIVED
MAR 5 1943
FOR FILING

FAGM 161-D-2

March 4, 1943

Strong & Macdonald, Inc.
4045 Easton Way
Tacoma, Washington

Attention: P. F. Stevens

Gentlemen:

In reply to your inquiry of March 3, 1943, concerning your contract No. 2549 for railroad roadbed construction along the Pacific Highway, between Eugene and Judkins Point, wish to say that our records disclose that you completed this job on September 10 and that it was accepted by the State Highway Commission on December 18, 1942.

Inspection of the semifinal voucher reveals a retained percentage of $6,293.25. Whether or not this will be the amount of the final payment has not as yet been determined in view of the fact that the final check of the field notes has not as yet been effected. The final payment amount may be more or less than the retained percentage, as may be disclosed by the final check of the quantities involved and other items entering into the contract. We do not know at this writing just when the final warrent will be mailed but will expedite it as much as possible.

In connection with the final payment you will be required to execute the customary final voucher and affidavit, stating that all claims incurred in connection with the project have been satisfied. This affidavit will be attached to the final voucher.

A further check of our records discloses that only one claim has been filed against this project, that being the claim of Frank Goss Black for damage to his residence, the amount of which is $237.60.

Very truly yours,

MBG:AM

Secretary

C. A. STRONG, PRESIDENT
A. S. MACDONALD, VICE-PRES. AND TREAS.
P. F. STEVENS, SEC'Y

4048 RUSTON WAY
PHONE PROCTOR 7766

STRONG & MACDONALD, INC.

ENGINEERS - CONTRACTORS

TACOMA, WASHINGTON

March 3, 1943.

Oregon State Highway Commission
Salem
Oregon

Retainage, Contract #2549
Eugene-Judkins Point.

Gentlemen:

We believe there is still due us retainage of $6,293.25, on the above numbered contract, and would appreciate knowing when this balance may be forthcoming, and if there is some further claim we should make, or documents to execute before this sum can be paid.

Very truly yours,

Strong & Macdonald, Inc.,

By P. F. Stevens

P.F.S.

ANSWERED
H. B. GLAISYER

RECEIVED
MAR 4 - 1943
STATE HIGHWAY COMMISSION

RECEIVED
JAN 11 1943
FOR FILING

FAS M 161-D:2

January 9, 1943

Strong & Macdonald, Inc.
4045 Burton Way
Tacoma, Washington

Gentlemen:

The State Highway Commission, at its meeting on December 18, 1942, granted you the extension of time requested, from May 31 to September 10, 1942, without penalty, in connection with contract No. 2549, railroad roadbed construction on the Pacific Highway between Eugene and Judkins Point, in Lane County.

Very truly yours,
STATE HIGHWAY COMMISSION

By

AM Secretary

cc - K. B. Lytle

RECEIVED
FORM NO. 1-F-2

October 30th, 1942

Mr. H. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time for Strong & Macdonald on the Eugene-Junction Point Contract No. 2548, DE-PLHH 161-B (2). This job was awarded December 16th, 1941, started January 5th, 1942 and completed September 10th, 1942. The date of completion specified in the contract was May 31st, 1942.

I feel that the delay in completing this job has been due to the scarcity of men, equipment and supply parts, and particularly to the fact that Strong & Macdonald were awarded a large contract at Camp Adair soon after they started work on the Eugene-Junction Point job.

The contractors on Camp Adair were requested to complete the project by the middle of August, which I understand was some time prior to the actual completion date, and consequently every effort was given to the camp camp, to the detriment of the contractors other jobs, and equipment which they undoubtedly would have used at Eugene, had to be placed at Camp Adair.

On account of the lumber situation on the following contracts, I do not believe this delay has resulted in any delay in the final completion of the entire job; therefore, it is my recommendation that the extension be granted without penalty.

Very truly yours,

E

R. H. BALDOCK
STATE ENGINEER

cc to: H. G. Smith

Contract 2549

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. H. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

SALEM

October 28, 1942

IN REPLY PLEASE
REFER TO FILE NO.

Strong & Macdonald, Inc.
1011 East F Street,
Tacoma, Washington.

Gentlemen:

I have been requested by the Highway Commission to write you concerning a claim filed with the Commission by Frank Geen Black of Eugene for damage which he claims he sustained in connection with work done under your contract with the State of Oregon covering the Eugene highway-railroad project.

It is claimed by Mr. Black that the damage he sustained was caused in connection with your use of explosives on the job. I know nothing of the merits of this claim, but since your contract and bond obligate you to make good any damage done to private property it is incumbent upon the State Highway Commission that this claim be brought to your attention so that some disposition of it may be made either by you or by your surety company, or that the record in connection with the claim be such that the Commission will feel at liberty to make final settlement with respect to the contract, notwithstanding the claim.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. G. Smith
H. B. Glaisyer
Mansfield & Co.,
Lewis Building,
Portland, Oregon

REFERRED TO
Miss Hanson
BY SECRETARY

record in hand -
perhaps we should
the amt of the claim.

C
O
P
Y

October 7, 1942

Strong & Macdonald, Inc.
4045 Ruston Way
Tacoma, Washington

Gentlemen:

Upon application to the Oregon State Highway Commission regarding damages suffered by my residence I have been referred to you as the contractors who had charge of the blasting and grading at Judkins Point in June and July. My house at 1901 Fairmount Boulevard was apparently upon the rock stratum upon which you were working; at any rate the shocks attending each blast were violent and they resulted in the production of numerous cracks, both in the external stucco finish and in the plastering within the house. These injuries are not only unsightly but seriously impair the sale value of the property and should be adequately repaired.

The exterior work I have myself cared for by the application of plastic filler and a repainting job. I intended to repaint this fall, so that involves no very material expense to me. The interior is a different matter. The paint work was in good condition, most of it fairly recent, and I had no intention of refinishing for several years. That remains at present unrepaired and can be seen by anyone you designate.

I have asked the Twin Oask Lumber Company to send men to estimate the cost of putting the plaster and paint into good condition, and I quote their estimates below. There seems to be no way of securing a satisfactory result but by complete repainting of the rooms chiefly affected. The estimated costs are as follows:

Crack filling in plaster and foundation,	$25.00
Repainting kitchen, dining room, living room, study, halls, bathroom; refinishing two bed-room ceilings; repairing wall-paper tears resulting from crack below,	212.60
Total	$237.60

Will you please give attention to this request and let me know how to proceed. The estimates quoted are those of J. E. Cupp, for painting, and Mr. Jensen, of Mock and Jensen, for plaster and concrete repairs.

Very truly yours,

Frank Gees Black

C
O
P
Y

1901 Fairmount Boulevard
Eugene, Oregon
26 October, 1942

Mr. R. H. Baldock
Oregon State Highway Department
Salem, Oregon

My dear Mr. Baldock,

At the direction of the Eugene office of the State Highway Department, I wrote the letter a copy of which I inclose to Strong & Macdonald, hoping to secure an adjustment for damages suffered by my residence as a result of the blasting operations at Judkins Point this summer. Almost three weeks have passed without any reply. May I ask whether you can exert any pressure towards a consideration of my claim?

Various neighbors have spoken to me of the annoyance the periodic blastings cause and of the damage they do, seen and unseen, to structures within shock range. I suppose a private citizen can do nothing to protect himself against such things? Of course, I realize why the blasts are set and am aware that the road must go through. I have wondered whether so heavy charges need be made at a single time. There is a limit to what any house will stand.

Your connection with all of this is impersonal, I realize, but I should very greatly appreciate your response to the above inquiries. Particularly, I should like to know how to proceed in regard to Strong & Macdonald.

Respectfully yours,

Frank Gees Black (sgd)

RECEIVED
NOV 17 1942
FOR FILING

FAGM 161-D-2

October 3, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for modified agreement for the Eugene-Judkins Point Section, Project No. SN-FAGM 161-D (2)(cn), in which estimate the Government funds requested have been increased to $267,383.65.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EH

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. [illegible] 161-D (2)(On)

[illegible]-TURNER POINT SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 25, 1942

Railroad Roadbed and Box Culverts

All Required		Clearing and Grubbing		$ 10,000.00
[illegible]	cu. yds.	Trench Excavation, Common	$ 1.55	[illegible]
250	cu. yds.	Trench Excavation, Solid	4.00	1,000.00
[illegible]	cu. yds.	General Excavation, Common	.35	[illegible]
[illegible]	cu. yds.	General Excavation, Solid Rock	.90	[illegible]
[illegible]	yd. stns.	Short Overhaul	.01	[illegible]
[illegible]	C-yd.stns.	Long Overhaul	.40	[illegible]
1.81	miles	Finishing Roadbed and Slopes	1,000.00	1,810.00
1	only	Removal of Manholes	50.00	50.00
1	only	Removal of Catch Basins	25.00	25.00
330	lin. ft.	6" Sewer Pipe	.75	247.50
120	lin. ft.	48" Corr. Metal Pipe	15.00	1,800.00
2	only	Type "B" Manholes	150.00	300.00
1	only	Concrete Catch Basins	100.00	100.00
400	lin. ft.	Wood Guard Rail	2.00	800.00
180	cu. yds.	2" - 0" Materials in Base	3.00	540.00
100	cu. yds.	3/4" - 0" Materials in Base	3.00	300.00
15	M-gals.	Sprinkling	4.00	60.00
All Required		Shoring, Cribbing, Etc. (80%)		5,600.00
2,400	cu. yds.	Structural Excavation	1.00	2,400.00
40	cu. yds.	Structural Excavation Below Elevations Shown	4.00	160.00
620	cu. yds.	Class "A" Concrete	20.00	12,400.00
76,000	lbs.	Metal Reinforcement	.10	7,600.00
All Required		Gates and Gate Lifting Mechanism		4,000.00
All Required		Winch and Tail Holds		200.00
All Required		Moving Existing Gates		300.00
40	sq. yds.	Riprap, Class 1	1.50	60.00
				$183,082.50
All Required		Work To Be Performed by Southern Pacific Company Forces		60,539.00
			Subtotal	$243,621.50
			10% Engr. & Cont.	24,362.15
			Total	$267,983.65
		Length	0.000 mile	

RECEIVED
FOR FILING

FILE AT 161-L-2

Eugene, Oregon.
September 28,1942

State Highway Commission,
Salem, Oregon.

Gentlemen:

Last Saturday the filled in embankment along the North side of the reconstructed millrace of Eugene Power Company washed out due to its defective construction. We understand that you are reconstructing this embankment so that it will not wash away. This break, to prevent further damage and to enable the embankment to be reconstructed, required thatthe headgates of the race be closed, which has been done. During this close-down Eugene Power Company will be under obligation to furnish City power and light to Eugene Woolen Mills and Eugene Excelsior Company and City water to the Eugene Woolen Mills, and this is to let you know the situation and that it will look to you for reimbursement.

Yours very truly,

EUGENE POWER COMPANY,

By Paul Hopper

President.

K-M

RECEIVED
SEP 29 1942
STATE HIGHWAY COMMISSION

FAGM 161-D-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

RECEIVED
SEP 25
FOR FILING

September 25, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon SN-FAGM 161-D (2), Eugene-Judkins Point Section of the Pacific Highway, _____, was made by a representative of this office on September 16, 1942.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

RECEIVED
SEP 26 1942

Jlon

RECEIVED
SEP 21 1942
FOR FILING

FAG M 161-D-2

September 21, 1942

Shell Oil Company
1220 S. W. Morrison St.
Portland, Oregon

Attention: Frank J. Hurner

Gentlemen:

In reply to your inquiry of September 18, 1942, we advise that Streng & Macdonald's contract, No. 2548, was completed September 10, 1942, but has not as yet been accepted by the State Highway Commission. They have been paid the sum of $180,705.13.

Very truly yours,

AM

Secretary

RECEIVED
FOR FILING

FAS-M 161-B-2

August 29, 1942

Mr. H. L. Jennings,
Superintendent,
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Reference is made to your communication of August 27 relative to the possibility of doing certain work in connection with the Eugene project by minor contract arrangement. In the third paragraph of your communication you state:

"It is our suggestion that you likewise authorize us to hire trucks to haul ties from Eugene tie yard and rail from loaded cars as they arrive at the job, advising us also that such bills will be accepted by the State in the event that Public Roads Administration does not consider them re-collectible under agreements in effect."

In view of your assurance that the use of trucks in lieu of work trains will result in a financial saving and also in a speeding up of the job, this office will approve this method of doing the work and bills for such work will be accepted by the State.

It is, of course, understood that this commitment refers only to such work which would have been recollectible under the PRA agreements had the original method of procedure been employed.

Very truly yours,

C. B. McCullough
Assistant Chief Engineer

CBM:MS

cc - R. H. Baldock
H. G. Smith
G. S. Paxson
J. H. Devers
E. H. Probert

Herewith communication under date of August 27 from H. L. Jennings to which I have replied as above. If you think any further instructions to the Railroad Company should be added, please let me know.

C.B. McCullough

S-2000

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

IN REPLY PLEASE REFER TO

GMO-19637

M. L. JENNINGS,
SUPERINTENDENT

August 27, 1942

Mr. R. H. Baldock,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Referring to telephone conversation with Mr. C. B. McCullough, Assistant Highway Engineer, relative to the possibility of doing certain work by minor contract arrangement in connection with the Eugene Highway-Railroad line change.

It will be recalled that under the existing agreement between the State and the Railroad, the provisions of the Public Roads Administration as to such contracts is made applicable upon the railroad in completing this project. By your recent letter this provision was waived in connection with the work that the Eugene Sand & Gravel Co. is to perform in completing the road bed in the vicinity of their property.

It is our suggestion that you likewise authorize us to hire trucks to haul ties from Eugene tie yard and rail from loaded cars as they arrive at the job, advising us also that such bills will be accepted by the State in the event that Public Roads Administration does not consider them recollectible under memoranda in effect.

I am sure that you will readily see that the use of trucks in lieu of work trains will result in a financial savings, particularly at a time when cars and power are so scarce and traffic on the railroad is so heavy and likewise will result in speeding up the job.

At a later date at the Springfield Junction end of the project, it will be economical to use rented dozers in shifting tracks and we would, at this time, appreciate authority and acceptance of bills for such work when they are used.

RECEIVED
AUG 29 1942
STATE HIGHWAY COMMISSION

Yours truly,

M L Jennings

SOUTHERN PACIFIC COMPANY

Portland, Oregon

August 27, 1942

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to telephone conversation with Mr. C. B. McCullough, Assistant Highway Engineer, relative to the possibility of doing certain work by miner contract arrangement in connection with the Eugene Highway Railroad line change.

It will be recalled that under the existing agreement between the State and the Railroad, the provisions of the Public Roads Administration as to such contracts is made applicable upon the railroad in completing this project. By your recent letter this provision was waived in connection with the work that the Eugene Sand & Gravel Co. is to perform in completing the roadbed in the vicinity of their property.

It is our suggestion that you likewise authorize us to hire trucks to haul ties from Eugene tie yard and rail from loaded cars as they arrive at the job, advising us also that such bills will be accepted by the State in the event that Public Roads Administration does not consider them recollectible under memoranda in effect.

I am sure that you will readily see that the use of trucks in lieu of work trains will result in a financial savings, particularly at a time when cars and power are so scarce and traffic on the railroad is so heavy and likewise will result in speeding up the job.

At a later date at the Springfield Junction end of the project, it will be economical to use rented dozers in shifting tracks and we would, at that time, appreciate authority and acceptance of bills for such work when they are used.

Yours truly,
W. L. Jennings (signed)
Superintendent

RECEIVED
AUG 24 1942
FOR FILING

ED-M 13.1-D+2

August 21, 1942

Mr. M. L. Jennings
Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

It is my understanding that you plan to grade for and lay your second track on the Eugene project soon after the original track is opened to traffic; therefore, it appears to me to be a duplication of effort to lay track on the University spur until your second track is laid, as it is my understanding that they are now burning sawdust and it would appear very improbable that they would use any oil during the present shortage. However, we are under agreement with the University to provide them with a spur, and, as you know, have constructed the grade so that it will fit either or both tracks. Your plans, however, should provide for the construction of the spur some time in the immediate future, say by next summer at least.

Will you kindly make appropriate recommendations as to the time of the construction of this spur so that I may have the necessary information at hand?

Very truly yours,

R. H. Baldock
Chief Engineer

cc Mr. H. O. Smith
Mr. K. D. Lytle

RECEIVED
FOR FILING

FAGM 161-D-2

August 10, 1942

Mr. M. L. Jennings
Division Superintendent
Southern Pacific Lines
Union Station
Portland, Oregon.

Dear Sir: Attention Mr. George Fair

Reference is made to the conference in the office of Mr. George Fair at the Union Station, Portland, this morning, the same having reference to method of performing certain work in connection with the Eugene grade separation and relocation project, in the vicinity of 5th Avenue and Franklin Boulevard.

It was agreed at the conference above mentioned that the railroad company, either by contract or with its own forces, would do that portion of the grading work involved in the relocation of its trackage at this point which lies within the limits of its right of way. It was also agreed that the State Highway Commission would reimburse the railroad company for expense thus involved, either by paying the railroad company's contractor in the first instance (upon bills submitted by said contractor through the railroad company's office) or by reimbursing the railroad company after such payments have been made by them in the first instance.

It was further agreed that the work included within the above arrangement would constitute all of the grading necessary for a single-track roadway within that area bounded on the easterly side by railroad company's right-of-way line extended. In the event that railroad company desires to widen said grade to accommodate a double track, the cost of such additional width shall be borne by the railroad company and shall not be reimbursed by the state.

It was further agreed that reimbursement by the state should include only the actual cost of performing the work and supplying the necessary superintendence and inspection, but would not include any charge for bond premiums or premiums on public liability or property damage insurance.

I believe that the above completely outlines our understanding arrived at in Mr. Fair's office this morning. If I have not stated the matter correctly, I would appreciate it if you would advise me, so that we can proceed promptly to correct any misunderstanding as to the arrangements agreed upon.

Very truly yours,

G. B. McCullough
Assistant Chief Engineer

CBM:KS

Cc - R. H. Baldock
H. G. Smith
K. D. Lytle
E. E. Umphlette

RECEIVED
JUL 21 1942
FOR FILING

Stencil No. 124

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FASM 161-L-2

July 17, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SN-FAGM 161-D (2)(On)
Eugene-Judkins Point, S.P. Ry. Relocation,
Pacific Highway.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the _____ project agreement and certificate for the above-numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Sr. Highway Engineer

Encl.

NH 72. 15376

Form P. R. 2

State Oregon

Federal Aid Grade Crossing Project No. S[illegible]-PAGE 161-B(2)(em)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 20th day of May, 1942

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Federal Works Administrator, hereinafter called the Administrator, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Section 5 of the Act approved Sept. 5, 1940 (Public No. 780, 76th Congress);

Whereas the Highway Department of said State submitted on the 5th day of December, 1933, a revised project statement, which was approved on the 21st day of December, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated for the administration of the Federal Highway Act, has furnished surveys, plans, specifications, and estimates for Section B(2) of said project which were recommended for approval by the District Engineer of the Public Roads Administration on the 20th day of October, 1941; and

Whereas the Administrator has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of two hundred fifteen thousand, two hundred eighty-five and 00/100 dollars ($215,285.00) as the share of the United States payable under said act on account of Section B(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Administrator do hereby mutually agree as follows:

10—11379

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 589, Laws 1939
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 5 of the Act approved Sept. 5, 1940 (Public No. 780, 76th Congress).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between Southern Pacific Company survey stations 1000+00 (in Eugene) and 1106+75.7 (east of Eugene).

, length miles, in Lane County, being Section B(2) of Oregon Federal Aid Grade Crossing (cm) project No. [illegible], consisting of [illegible]; reconstruction of a section of railroad grade 1.302 miles in length.

16-11379 GPO

JUL 11 1942 REGIONAL HEADQUARTERS U.S.D.

AUG 15 19 REGIONAL

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Administrator or his agents, and in accordance with the laws of said State, the rules and regulations of the Administrator, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Administrator or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Administrator, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(2) of said project shall not in any event exceed the sum of two hundred fifteen thousand, two hundred eighty-five and 00/100 dollars ($215,285.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of two hundred sixty-seven thousand, nine hundred eighty-three and 65/100 dollars ($267,983.65), the approved total estimated cost of Section D(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Administrator shall from time to time draw warrants on the Secretary of the Treasury for the payment to

The State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Administrator after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

The Administrator reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: The Southern Pacific
(Include reference to statute authorizing funds and probable amount annually available)
Company will maintain said project pursuant to its agreement of Dec. 15, 1941 with the State of Oregon

JUL 1 1942
JUL 13 1942

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

GPO 16—11379

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Administrator on the JUN - 2 1942 day of _____, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

FEDERAL WORKS ADMINISTRATOR,

By

Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—11870

Form PR. 8—Revised

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Agency as Project No. Federal Aid Grade Crossing SP-PARK 161-D(2) (en) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 267,983.65 as the total estimated cost of said project, and the sum of $ 215,285.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ..... day of .....
one thousand nine hundred and JUN - 2 1942

FEDERAL WORKS ADMINISTRATOR,

By .....
Acting Commissioner of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 16—10[illegible]

JUN 12 1942
RECEIVED

FAGM 161-D-2

(Stencil #28)

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

April 30, 1942

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon SH-FAGM 161-D (2)(On)
Eugene-Judkins Point Section
Pacific Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By A. F. Morris
A. F. Morris
Sr. Highway Engineer

JLa

RECEIVED
MAY 1 - 1942
STATE HIGHWAY COMMISSION

RECEIVED
APR 1 1942
FOR FILING

FAEM Mail-D-2

March 31, 1942

Mr. W. G. Clubb
City Engineer
Eugene, Oregon

Dear Sir:

I was somewhat at a loss to understand your letter complaining that the contractor is damaging Fifteenth Avenue between Sylvan and Riverview streets with his heavy equipment since Fifteenth Avenue will be unusable after our project is completed. We have purchased all the property abutting on this street, and it is cut off at each end by the various eyes and loops leading to the main thoroughfare.

I will ask Mr. Lytle, Division Engineer, to discuss the matter with you on the ground, however, to see if greater care is necessary pending completion of the project.

Very truly yours,

H. H. Baldock
Chief Engineer

HGS:AR
hjl

cc Mr. H. G. Smith
Mr. K. D. Lytle
Mr. E. E. Umphlette

...HA LARGE
MAYOR

W. C. CLUBB
CITY ENGINEER

CITY OF EUGENE, OREGON

Engineering and Building Departments

EUGENE, OREGON

March 28, 1942

MAR 30 1942

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The contractor on the moving of the railroad tracks State highway fill job is working on the south side of the railroad track with very heavy equipment and uses Fifteenth Avenue between Sylvan and Riverview Streets.

This street is kept in a very poor condition and we are unable to keep it up on account of the heavy equipment.

Will you please advise me if the contractor is responsible for keeping this road up in good condition.

Yours very truly,
W. C. Clubb

W. C. Clubb
City Engineer

WCC:CM

RECEIVED
MAR 30 1942
OFFICE OF
CONSTRUCTION ENGINEER

RECEIVED
NOV 17 1942
FOR FILING

March 24, 1942

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Eugene-Judkins Point Section, Project No. SN-FAGM 161-D (2) (on), which estimate has been revised by eliminating the cost of the portions of the drainage structures which is to be paid for by the Southern Pacific Company.

Five blueprint copies of revised title sheet and three copies of the agreement with the railroad company are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dictated by J. H. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. SH-FAGM 161-D (2)(On)

EUGENE-JUNKINS POINT SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1942

Railroad Roadbed and Box Culverts

All Required		Clearing and Grubbing		$ 10,000.00
300	cu. yds.	Trench Excavation, Common	$ 1.65	495.00
240	cu. yds.	Trench Excavation, Solid	4.00	1,000.00
59,500	cu. yds.	General Excavation, Common	.35	20,825.00
86,400	cu. yds.	General Excavation, Solid Rock	.90	86,760.00
785,000	yd. stns.	Short Overhaul	.01	7,850.00
43,500	C-yd.stns.	Long Overhaul	.40	17,400.00
1.81	miles	Finishing Roadbed and Slopes	1,000.00	1,810.00
1	only	Removal of Manholes	50.00	50.00
1	only	Removal of Catch Basins	25.00	25.00
330	lin. ft.	6" Sewer Pipe	.75	247.50
120	lin. ft.	48" Corr. Metal Pipe	15.00	1,800.00
2	only	Type "B" Manholes	150.00	300.00
1	only	Concrete Catch Basins	100.00	100.00
400	lin. ft.	Wood Guard Rail	2.00	800.00
180	cu. yds.	2" - 0" Materials in Base	3.00	540.00
100	cu. yds.	3/4" - 0" Materials in Base	3.00	300.00
15	M-gals.	Sprinkling	4.00	60.00
All Required		Shoring, Cribbing, Etc. (80%)		5,600.00
7,400	cu. yds.	Structural Excavation	1.00	2,400.00
40	cu. yds.	Structural Excavation Below Elevations Shown	4.00	160.00
620	cu. yds.	Class "A" Concrete	20.00	12,400.00
76,000	lbs.	Metal Reinforcement	.10	7,600.00
All Required		Gates and Gate Lifting Mechanism		4,000.00
All Required		Winch and Trail Holds		200.00
All Required		Moving Existing Gates		300.00
40	sq. yds.	Riprap, Class 1	1.50	60.00
				$183,082.50
All Required		Work To Be Performed by Southern Pacific Company Forces		60,539.00
		Subtotal		$243,621.50
		10% Engr. & Cont.		24,362.15
		Total		$267,983.65

Length 0.000 mile

FAUM Funds Requested- -	$215,285.00
State Funds -	52,698.63
	$267,983.63

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 329, laws 1939
State Funds for Maintenance: Chap. 329, laws 1939

NONPARTICIPATING WORK

Cost of Additional Lengths of Culverts. Requested by and to be paid for by Southern Pacific Company

All Required	Shoring, Cribbing, Etc.		$ 1,400.00
200 cu. yds.	Structural Excavation	$ 1.00	200.00
140 cu. yds.	Class "A" Concrete	20.00	2,800.00
18,000 lbs.	Reinforcing Steel	.10	1,800.00
			$ 6,200.00

RECEIVED
APR 13 1942
FOR FILING

AGENDA
MAR 19 1942

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 5th, 1942

FAEM 161-K-2

Subject: Encroachment on Hitchcock Property - Eugene

To: Mr. R. H. Baldock
Chief Engineer
O f f i c e

Dear Sir:

I am attaching hereto reports of E. E. Umphlette, Resident Engineer, and K. D. Lytle, Division Engineer, on the encroachment on the Hitchcock property prior to March 1st.

The contractor agreed to stay off this property until March 1st, but on February 27th, he constructed a dam across the millrace. The dirt for this dam apparently was obtained from the millrace property itself but on ground which had been beautified and developed by Mr. Hitchcock and which might easily have been confused with the Hitchock property. He also seems to have done some leveling on the Hitchcock property itself so as to have place to pile his form lumber.

NOTED

This work was done without the knowledge or consent of the Highway Department, but personally I do not feel that it is possible to keep contractors from key positions for any such length of time as we attempted to do in this instance. The dam controling the millrace washed out, and it became very advantageous to the contractor and the power people to place the bridges and regulation work in the millrace while the water was diverted. Since this was immediately adjacent to the Hitchcock property and since the property owners had moved out and torn up the entire area by removing the shrubs and bushes, I do not feel that anything unusual happened in the encroachment on the property.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR
Enc.

REFERRED TO
Glanzer
By Chief Engineer

Bring to me at meeting.
Do not file on Agenda

FORM E-90 50M 12-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Feb. 27, 1942

Subject: Encroachment On
Hitchcock Property

To: H. G. Smith
Construction Engineer

Dear Sir:

I did not know what had happened in connection with the tresspassing, by the contractor, on the Hitchcock property in Eugene so asked Mr. Umphlette to make a report, which is attached.

The jest of the matter is that the contractor was working on the property owned by the Mill Race people - this property is adjacent to the Hitchcock property. In the course of this work, the contractor did, without knowledge to the Engineer, get over on the Hitchcock property with his machinery and cut up a small portion of the ground. The ground was then smoothed over. An exceedingly small area was disturbed. However, it may have looked like a much larger area as the Hitchcocks had used a portion of the Mill Race property for their flower garden.

Very truly yours,

K. D. LYTLE
Division Engineer

enc

RECEIVED
FEB 28 1942

FORM E-20 REVISED 25M 5-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
February 25, 1942

Subject: Encroachment on Hitchcock Property.

To: Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir;

Your letter, dated February 19th, was received this morning in regard to making a report of the encroachment by the contractor on Hitchcock property.

On December 12th Mr. Probert phoned my office, and the contractor's superintendant, Jack Jensen, was advised, according to Mr. Probert's instructions, that the contract was awarded with the understanding that the contractor would not be permitted to encroach upon the property of Hitchcock's or Regan's earlier than March 1st, except to build a temporary hauling structure.

On January 22nd the contractor, in the progress of his construction, placed a dam adjacent to the Hitchcock property with the consent of the owners of the mill race, in preparation of constructing the quadruple 10'x14' concrete box culvert at RR Station 1069 + 60. However, the work of building the dam was not mentioned to me prior to the time the construction was started. I was on other work at the time.

On January 27th I took the matter up with the contractor's superintendant, Mr. Jensen, in regard to encroachment on the Hitchcock property, and he made the statement that the material he borrowed for the dam was from the dike along the mill race property, and the ground disturbed on the Hitchcock property was only leveled off so that he might have a place to pile his form lumber for the quadruple concrete box culvert.

Very truly yours,

E. E. Umphlette
Resident Engineer

EEU:rh

ROSEBURG DIVN. OFFICE

RECEIVED
JUN 23 1942
FOR FILING

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

FAGM 161-19-2

March 4, 1942

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to proposed project agreement estimate for Oregon Federal Aid Grade Crossing Project SN-FAGM 161-D (2) (on), received with your letter of February 21, 1942.

It will be necessary to withhold action on this estimate, pending receipt of executed copies of the State-Railroad agreement, and also of revised title sheets with sketch map showing the entire length of Section "D", as requested in our letter of October 28, 1941.

As FAGM 161-D (2) will only involve the railroad locations we believe it is best to show it of zero length, the same as a crossing signal project with an arrow pointing to the intersection and showing the station. Borrow for the railroad fill is to be obtained by partial excavation of what will be a cut on the new highway, but this and the necessary clearing and grubbing can be ignored.

We note you showed no length on the estimate. We will add a notation the length is zero.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
FEB 27 1942
FOR FILING

7 Agr. 161-D-1

February 27, 1942

Pacific Portland Cement Company
417 Montgomery Street
San Francisco, California

Attention: H. D. O'Banion, Credit Manager

Gentlemen:

In reply to your letter of February 25 we advise that the bond furnished by Strong and Macdonald, in connection with state highway contract No. 2549, was written by the General Casualty Company of America for whom Mansfield and Company are local agents with offices in Room 302 Lewis Building, Portland, Oregon.

The specified date of completion for this contract is May 31, 1942.

Very truly yours,

HEG:AM

Secretary

PHONE
FIELD 4100

CABLE ADDRESS "GOLDEN"
WESTERN UNION CODE

PACIFIC PORTLAND CEMENT COMPANY

MANUFACTURERS OF
GOLDEN GATE AND OLD MISSION BRANDS
PORTLAND AND PLASTIC WATERPROOF PORTLAND CEMENT
Empire-Standard-Ross Hardwall Plaster and Gypsum Products

TRADE-MARKS

417 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA

February 25, 1942

RECEIVED
FEB 27 1942
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We are furnishing cement in connection with Strong and MacDonald, Inc. State Highway Contract No. 2549. Will you kindly advise the name of the company who wrote the bond for the general contractor, the time set for completion of the contract.

Yours very truly,

PACIFIC PORTLAND CEMENT COMPANY

H. D. O'Banion
Credit Manager

HDO:vb

RECEIVED
FEB 24 1942
FOR FILING
Records
FH-M 11.1-2

February 21, 1942

Mr. J. W. Corbett, Supt.
Southern Pacific Co.
Union Station
Portland, Oregon

Dear Sir:

Your engineer, Mr. George Fair, has informed us that in connection with the Eugene Grade Separation Project a short section of a Farmers' telephone line has had to be moved, in order to provide a suitable location for the temporary pole line which your Company is installing, or has installed, under your agreement with the State Highway Commission. As the moving of this Farmers' line is not specifically mentioned in the agreement, Mr. Fair wanted our approval of the move as an item of reimbursable expense, and has asked that we give you a letter to that effect.

This letter constitutes our approval of the moving of this line, and is our assurance that reimbursement for the expense involved will not be denied you by reason of the fact that the work is not specifically mentioned in the agreement, or in the original estimate.

Very truly yours,

R. H. Baldock
Chief Engineer

cc to Mr. E. G. Smith
Mr. K. D. Lytle

SHP:ER

FORM E-20 SOM 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Feb. 19, 1942

Subject: 20-1037

To: S. H. Probert
Office Engineer

Dear Sir:

It will be satisfactory to advise the Railroad Company that we will reimburse it for moving the 600 feet of farmers' telephone line on the Judkins Point-Eugene Job.

Very truly yours,

K. D. LYTLE
Division Engineer

cc: Smith, H. G.

Salem, Oregon
February 16, 1942

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

Dear Sir:

The Southern Pacific Company has informed us that, in connection with the Eugene Project, they are moving about 600 feet of a farmers' telephone line to permit installation of some of the Railway Company's temporary signal lines.

The Company advises that the owners of the farmers' line have agreed to the moving of the line, and the Company now asks that we give them a letter acknowledging the expense of the moving to be a reimburseable item under our general agreement with the Railway Company.

Is there any reason why we should not give the Company the letter they request?

It is represented to us that the expense involved will be less than $100 and probably less than $50.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc Mr. H. G. Smith
Mr. R. E. Umphlette

(9)

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. ~~SN-PAGM~~ 161-D(2) (On)

KLAMATH-TUKEYS POINT SECTION

OF THE PACIFIC HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 20, 1942

Railroad Roadbed and Box Culverts

All Required		Clearing and Grubbing		$ 10,000.00	
300	cu. yds.	Trench Excavation, Common	$ 1.65	495.00	
250	cu. yds.	Trench Excavation, Solid	4.00	1,000.00	
59,500	cu. yds.	General Excavation, Common	.35	20,825.00	
86,400	cu. yds.	General Excavation, Solid Rock	.90	86,760.00	
785,000	yd. stas.	Short Overhaul	.01	7,850.00	
43,900	8-yd.stas.	Long Overhaul	.40	17,400.00	
1.81	miles	Finishing Roadbed and Slopes	1,000.00	1,810.00	
1	only	Removal of Manholes	50.00	50.00	
1	only	Removal of Catch Basins	25.00	25.00	
330	lin. ft.	6" Sewer Pipe	.75	247.50	
120	lin. ft.	48" Conc. Metal Pipe	15.00	1,800.00	
2	only	Type "B" Manholes	150.00	300.00	
1	only	Concrete Catch Basins	100.00	100.00	
400	lin. ft.	Wood Guard Rail	2.00	800.00	
180	cu. yds.	2" - 0" Materials in Base	3.00	540.00	
100	cu. yds.	3/4" - 0" Materials in Base	3.00	300.00	
15	M-gals.	Sprinkling	4.00	60.00	
All Required		Shoring, Cribbing, Etc. (80%)		~~7,000.00~~	5600.00
7400 ~~2,600~~	cu. yds.	Structural Excavation	1.00	~~2,600.00~~	2400.00
40	cu. yds.	Structural Excavation Below Elevations Shown	4.00	160.00	
620 ~~760~~	cu. yds.	Class "A" Concrete	20.00	~~15,200.00~~	12400.00
76000 ~~94,000~~	lbs.	Metal Reinforcement	.10	~~9,400.00~~	7600.00
All Required		Gates and Gate Lifting Mechanism		4,000.00	
All Required		Winch and Tail Holds		200.00	
All Required		Moving Existing Gates		300.00	
40	sq. yds.	Riprap, Class 1	1.50	60.00	
				~~$189,262.50~~	183082.50
All Required		Work To Be Performed by Southern Pacific Company Forces		60,539.00	
		Subtotal		~~$249,821.50~~	243621.50
		10% Engr. & Cont.		~~24,982.15~~	24362.15
		Total		~~$274,803.65~~	267983.65

Length 000 m.l.

17500

[illegible]-ALPAUGH POINT SECTION

PAGM Funds Requested- [illegible] - - - - - - - - $215,2[illegible].00
State Funds - - - - - [illegible] - - - - - - - - [illegible] 52,698.65

[illegible] 267,983.65

(Estimate of Cost of Moving and Reestablishing Tracks, [illegible] Telephone and Signal Lines and Other Facilities. Work to be Performed by the [illegible])

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939
State Funds for Maintenance: Chap. 529, Laws 1939

			Materials State	Materials Fed. Aid

Job "A" - Construction of Main Line Track on New Alignment

Non Participating Work

Cost of Grading and Laying 20 Culverts Required by and to be paid for by Southern Pacific Company

All Required		Clearing, Etc.		$1400.00
20	Cys.	Structural Excavation	100	200.00
140	Lin. ft.	Class A Concrete	20.00	2800.00
18000	lbs.	Reinforcing Steel	.10	1800.00
				$6200.00
2.65	miles	Lay Track		
2.65	miles	Unload Ballast		
2.65	miles	Raise Track		
2.65	miles	Line and Frog		
2.65	miles	Spike Rail		
		Rock Track (Switch Eng.)		
3	only	Install Switches		
		Assemble & Handle Material		
		6% S. T. and T.U. Ins.		
		10% S. S. and T. U. Ins.		
				$4,914

$70,496

Job "B" - [illegible]

[illegible]	miles	Take up Present Track		
		6% S. T. and T.U. Ins.		
		10% S. S. and T. U. Ins.		

2,472

KUSKOKWIM-TUNKINA POINT SECTION

PROJECT NO. SN-FAGM 161-B (2)

(Estimate of Cost of Moving and Reestablishing Tracks, Telegraph, Telephone and Signal Lines and Other Facilities. Work to be Performed by the Southern Pacific Company's Forces.)

			Labor	Materials State	Materials Fed. Aid	
Job "B1" - Construction of Main Line Track on New Alignment						
3	sets	Switch Ties		$ 330		
7,015	only	Track Ties		8,103		
3,350	lin. ft.	113# Rail, 56.44 G.T.		2,855		
20,212	lin. ft.	132# Rail, 398.22 T		20,150		
22	only	Comp. Joints		399		
2	only	132# Switch Cont.		2,079		
1	only	113# Switch Comp.		990		
350	prs.	132# Angle Bars		2,620		
94	prs.	113# Angle Bars		392		
2,570	only	Bolts, Nuts, Washers		541		
5,078	only	Rail Anti-Creepers		1,284		
884	cwt.	Track Spikes		978		
14,320	only	Tie Plates		4,960		
18	only	Insulated Joints		198		
14,500	cu. yds.	Cr. Rock Ballast			14,264	
3	only	Switcher, Derails, Wired	132		165	
2.25	miles	Lay Track	3,713			
2.25	miles	Unload Ballast	247			
2.25	miles	Raise Track	990			
2.25	miles	Line and Dress	1,485			
2.25	miles	Space Ties	124			
		Work Train (Switch Mg.)	550		385	
5	only	Install Switches	248			
		Assemble & Handle Material	1,100			
		6% S. S. and R.R. Act	515			
		10% W. C. and P. L. Ins.	859			
			$9,963	$45,879	$14,814	$70,656
Job "B2" - Remove Present Tracks and Switches						
2.25	miles	Take up Present Track and Switches	$2,200			
		6% S. S. and R.R. Act	132			
		10% W. C. and P. L. Ins.	220			
						2,552

			Labor	Materials: Main	Materials: Ext. Aid	
Job "C" - Lower Track and Construct Shoo Fly						
900	lin. ft.	Fly Dock and Lower Track (Sta. 1097 to 1105)	$2,640	$	$	
3,400	lin. ft.	Shoo Fly Present and Proposed Main Line Under Traffic During Construction	5,300		2,310	
		6% S. S. and R.R. Act	488			
		10% W. C. and P.L. Ins.	514			
			$9,442		$ 2,310	
						$11,752
		Salvaged Materials				Cr. 1,500
						$10,252
Job "D" - Remove and Replace Storage Track (Sta. 1078+20 to 1106+50)						
1,465	only	Untr. Track Ties	$	$ 1,129	$	
1,465	only	6H Tie Plates		177		
43	cwt	Track Spikes		165		
640	only	Bolts, Nuts		106		
1,200	cu. yds.	Cr. Rock Ballast			1,188	
2,680	lin. ft.	Lay Track	737			
2,680	lin. ft.	Ballast and Surface	737			
		6% S. S. and R.R. Act	88			
		10% W. C. and P. L. Ins.	147			
			$ 1,709	$ 1,577	$ 1,188	
						$ 4,474.00
Job "F" - Construct Telegraph Lines in New Location						
15	only	Log Anchors	$	$	$ 30	
656	only	Carriage Bolts			8	
328	only	Cross Arms			66	
656	only	Cross Arm Braces			99	
10	only	Transportation Brackets			16	
20	only	Transportation Brackets			11	
800	lin. ft.	Cable			286	
60	only	3-Bolt Guy Clamps			16	
320	only	10 Pin Cross Arms			361	
30	only	Guy Hooks			7	
3,034	only	Insulators			330	
10	lbs.	Nails			1	
3,034	only	Insulator Pins			332	
30	only	Guy Clamps			3	
82	only	Poles 30' to 45'			1,082	

			Labor	Materials: Stock	Materials: Purch. Mtl.	
Job "F" - Continued						
15	only	Guy Rods			$ 16	
320	only	Drive Screws			16	
400	only	Copper Sleeves			28	
2,000	lin. ft.	Steel Ground			60	
60	M-ft.	Copper Wire			2,181	
200	lbs.	Copper Tie Wire			25	
14		Misel. Items			20	
1	only	Assemble & Handle Material	660			
1	only	Labor Installing	3,418			
		6% S. S. and R.R. Act	264			
		10% W. C. and P. L. Ins.	485			
			$4,827		$ 3,099	
						$ 9,926
		Credit for Material Released			Cr.	1,500
					$ 3,739	$ 8,426
Job "F2" - Protect Telegraph Lines During Contractor's Operations (Sta. 1068+30 to 1076+20)						
1,830	lin. ft.	Telegraph Cable	$		$ 515	
		Cable Rings			60	
		Lead Sleeving			2	
2	only	Cable Terminals			30	
1,830	lin. ft.	3" Pipe			759	
2	lot	Pipe Fittings			6	
5,000	lin. ft.	Solder and Misel.			2	
4	only	Log Anchors			8	
		Bolts and Clamps			5	
		Pine and Cross Arms			29	
4	only	Guy Rods			2	
600	lin. ft.	Stranded Cable			18	
1,000	lin. ft.	Duplex Cable			28	
		Labor	700			
		6% S. S. and R.R. Act	42			
		10% W. C. and P. L. Ins.	70			
			$ 812		$ 1,459	
						$ 2,271
Salvaged Materials From Operations are Credited						
1,830	lin. ft.	S. M. Pipe			$ 386	
1,830	lin. ft.	S. M. Cable			200	
1	lot	Misel. Items			30	
						616
						$ 1,661

			Labor	Materials: State	Materials: Fed. Aid	
Job "1" - Temporary Signal Lines in New Location						
50	M-ft.	W.P. Insul. Line Circuits	$ 590	$	$ 1,210	
20	M-ft.	Copper Wire	303		495	
4	only	Searchlight Signals	770		2,[illegible]	
8	only	Track Circuits	357		[illegible]	
2,22	miles	Track Bonding	220		[illegible]	
14	only	Insulated Joints	[illegible]		247	
1	only	Move Wigwag	[illegible]		149	
1	only	Move Motor Car Indicator	[illegible]		33	
		Misc. Items	369		165	
		Assemble & Handle Materials	110			
		Remove Old Signal Line	369			
		Move Outfits	110			
		6% S. S. and R.R. Act	253			
		10% W. C. and P. L. Ins.	423			
			$4,576		$ 5,759	$10,335
		Credit for Material Released				1,500
						$ 8,835
Job "2" - Protect Signal Lines During Contractor's Operations (Sta. 1068+30 to 1086+20)						
2,000	lin. ft.	7 Conductor Cable	$	$	$ 340	
2,000	lin. ft.	Cable Cover			25	
6,000	lin. ft.	Duplex Cable			125	
		Labor Installing	250			
		Shift Cable & Move Signal	150			
		Assemble & Handle Materials	39			
		Move Distant Signal	100			
		6% S. S. and R.R. Act	30			
		10% W. C. and P. L. Ins.	50			
			$ 619		$ 490	$ 1,109
Salvaged Materials When Operations are Completed						
2,000	lin. ft.	7 Conductor Cable S.M.	$	$	$ 100	
6,000	lin. ft.	Duplex Cable S. M.			60	
						160
						$ 949

Item 1(f) - Increase Sheet Pile Under Substructure Structures

				Labor	Materials	
1(f)	Lin. Ft.	Incr S. P. Unit, 2.67	0	0	0	
	mile	Inland Waters				
	mile	Gulf Coast				
	mile	U. S. Tie Plates				
	Lbs.	Track Bolts				
		Labor, Placing				
		Assemble & Handle Materials				
		Add U. S. and U.S. Axe				
		Add U. S. and C. L. Sta.				
			0	0	0	0

Overall Adjustment to Costs for Increase in Cost of the Unit and Substitute Use in the Use of Substitute Units

	Tons	Unit (Increased weight)	
		Angle Bars (Inc. Chair)	
		Tie Plates, Anti-Creepers and Switches	
			Cr. 0

SUMMARY

Item	Labor	Mat. & Equip.	Total
Overall for Increase in Weight of Units			

RECEIVED
FEB 13 1942
FOR FILING
FILE M 14-1-2

Salem, Oregon
February 10, 1942

Mr. H. G. Smith

Herewith communication from J. M. Devers relative to a report of the existence of a fault near the large cut which we propose to excavate on the Eugene line change.

I wish you would get our geologist from Central Oregon and have him make an inspection and talk the matter over with Pennon and advise me of your findings. I believe it would also be a good thing to have the geologist and the resident engineer inspect the buildings, including the interior of the house and the basement walls, as suggested by Mr. Devers, before these shots are set off.

R. H. Baldock

RHB:hl

FORM E-30 30M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 9, 1942

Subject:

To: Mr. R. H. Baldock,

Office.

L

Dear Sir:

Some time ago, you will recall, I reported to you some information I got while in Eugene concerning property adjoining property which the State has acquired for use in connection with the highway project. The information I gave you came from some businessmen in Eugene and was to the effect that there seems to be a fault in the structure of the ground above where our contractor will be doing some shooting; in fact I was told that one of the very expensive residences was built by a mining engineer and he was so fearful of results from the fault that he protected himself by the use of concrete and, I believe, steel.

The owner of one of those properties again called the situation to Mr. Parker's attention and is very fearful that when shooting is done by our contractor her property will be damaged, and she wants to know to whom she will then look for protection.

The matter has now been called to our attention, in fact not once but several times and I think that everything should be done to guard against damage there whether or not the engineers feel confident that the situation is not serious, and I think it should be called to the attention of our contractor.

If, under the circumstances, damage should occur and it could be in any way chargeable to our work, we would have no defense. I would suggest that you assign someone, either a member of your engineering staff or your architect or bridge man, or somebody, to look the property over and with the permission of the owner inspect the interior of the house and the basement walls now before shooting is done so that if claims are made we will have some information as to the condition of the house now.

Yours very truly,

J. M. Devers

J. M. DEVERS

JMD:PW

RECEIVED
FEB 2 1942
FOR FILING

FORM 161-B-2

Salem, Oregon
February 2, 1942

Eugene Project

Mr. E. E. Umphlette
Resident Highway Engineer
Eugene, Oregon

Dear Sir:

Mr. Lytle has forwarded to us your letter of January 22, relative to the reporting of labor employed by railroads in connection with federal grade crossing projects.

Information for Form No. 200, to which Circular Letter No. 162 refers, should be obtained by the Resident Engineer from the Railway Company's Engineer Inspector or other representative on the job. The Form should be submitted to the Salem office (attention the Office Engineer) weekly and in duplicate.

A supply of the forms is being sent to you herewith.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc Mr. K. D. Lytle

FORM E-30 2M 8-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Jan. 27, 1943

Subject: RR Reports

To: S. H. Probert
Office Engineer

Dear Sir:

Attached is a letter from Umphlette regarding certain reports to be made up by the Southern Pacific Company. We know nothing about this.

Can you advise Mr. Umphlette?

Very truly yours,

K. D. LYTLE
Division Engineer

G

enc

FORM E-30 REVISED 25M 8-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
January 22, 1942

Subject: Weekly Reports from Railroad

To: Mr. K. D. Lytle
Division Engineer
Roseburg, Oregon

Dear Sir;

Reference is being made to Circular Letter No. 162, which applies to "Report of Employment by Railroad Companies and other Utilities".

I have taken up with S. P. Co.'s Engineer Inspector, the matter of the report to be made up on form Emp. 200, and he states that in the past the report has been made up in their San Francisco Office, but did not know who they mailed it to.

Would you kindly advise what the Highway Department status is on the above mentioned report.

Inasmuch as the reports are to be used for statistical purposes only, and that expeditious submission is more important than absolute accuracy, I cannot see why the S. P. Co. Engineer Inspector should not be requested to make them out on the job. This would make it easier for us to keep up with their accounts.

Very truly yours,

E. E. Umphlette

E. E. Umphlette
Resident Engineer

EEU/rh

RECEIVED
JAN 24 1942
FOR FILING

R

Salem
January 22, 1942

Strong & McDonald
contract at Eugene

Mr. H. G. Smith
Construction Engineer
OFFICE

NOTED
C. B. McCullough

I would like to discuss with you the matter of powder storage on the Strong & McDonald contract at Eugene. Mr. Levy, representing the Columbia Powder Company, was in the office today and was anxious to have something done on this.

C. B. McCullough

CBM:MC

RECEIVED
JAN 12 1942
FOR FILING

FAGM-161-D-2

January 10, 1942

General Casualty Company of America
Mansfield & Company
302 Lewis Building
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2549, which was awarded to Strong & Macdonald, Inc., by the State Highway Commission on December 16, 1941, covering the Eugene-Judkins Point Section of the Pacific Highway in Lane County.

Inasmuch as you are surety for the contractor on this job, we are sending you this copy of the contract for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MS

NOTED
D. DeSart

RECEIVED
JAN 12 1942
FOR FILING

FAGM - 161-D-2

January 10, 1942

Strong & Macdonald, Inc.
1011 East F Street
Tacoma, Washington

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 3549 which was awarded to you on December 16, 1941 by the State Highway Commission, covering the Eugene-Junction Point Section of the Pacific Highway, in Lane County. We are also sending an executed copy to the surety on your bond. This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

EB

NOTED
D. DeSart

RECEIVED
JAN - 3 1942
FOR FILING

FAGM 161-2-2

December 26, 1941

Strong and Macdonald, Inc.
1011 East "F" Street
Tacoma, Washington

Gentlemen:

We are returning to you today, by express, four copies of your contract No. 2549, for railroad roadbed construction on the Eugene-Judkins Point Section of the Pacific Highway, in Lane County, for further execution.

Mr. C. A. Strong signed for your corporation as secretary whereas our Legal Department requires that the contract agreement and bond be signed by the president and secretary of the corporation. The signature of Mr. Strong as secretary will suffice if we are furnished with a certified copy of your bylaws, empowering the secretary to bind the corporation.

When execution is complete, please return all copies of the contract to this office for further handling.

Very truly yours,

DD:AM

Secretary

NOTED
D. DeSart

RECEIVED
MAY 8 1942
FOR FILING

FAI-N	161-D-3

December 16, 1941

Strong & Macdonald, Inc.
1011 East "F" Street
Tacoma, Washington

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 1.87 miles of railroad roadbed construction on the Eugene-Junction Point Section of the Pacific Highway, in Lane County. This award was based on your low bid of $205,515.50 submitted on November 17, 1941.

Contract forms will be sent to you for execution within the next few days.

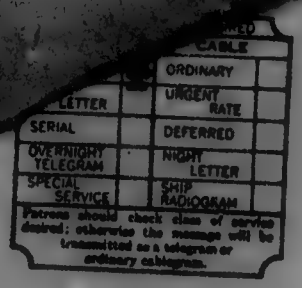
Very truly yours,
OREGON STATE HIGHWAY COMMISSION

By

Secretary

HEB:AM

cc - S. H. Probert
C. S. Paxson



COPY OF WESTERN UNION TELEGRAM

SALEM OREGON DECEMBER 16 1941

STRONG & MACDONALD, INC.
1011 EAST "F" STREET
TACOMA WASHINGTON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT FOR RAILROAD ROADBED CONSTRUCTION ON EUGENE-JUDKINS POINT SECTION OF PACIFIC HIGHWAY, LANE COUNTY, BASED ON YOUR LOW BID SUBMITTED NOVEMBER 17 1941. CONTRACT FORMS FOLLOW SHORTLY

H B GLAISYER, SECRETARY
OREGON STATE HIGHWAY COMMISSION

FAGM 161-D-2

R

STANDARD TIME INDICATED

RECEIVED AT
373 STATE STREET
PHONE 6060
SALEM - OREGON

TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH

Postal Telegraph

(40)

THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16

RECEIVED
DEC 1. 1941
FOR FILING

1941 DEC 16 AM 11 45

R19 30/26 GOVT DL=NX PORTLAND ORE 16 1121A

R H BALDOCK=

STATE HIGHWAY ENGINEER SALEM ORE:

=REURTEL FIFTEENTH WE WILL CONCUR AS OF DECEMBER SIXTEENTH IN AWARD OF CONTRACT FOR EUGENE JUDKINS POINT, OREGON SN-FAGM 161-D (2) TO LOW BIDDER STRONG AND MACDONALD=

LYNCH.

JUDKINS SN-FAGM 161-D(2)=

DECEMBER 15, 1941

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

WE DESIRE MAKE AWARD ON DECEMBER SIXTEENTH OF CONTRACT FOR EUGENE-JUDKINS POINT PROJECT TO STRONG AND MACDONALD OF TACOMA STOP ALL RIGHTS OF WAY ARE ACQUIRED STOP MAY WE HAVE YOUR CONCURRENCE

R. H. BALDOCK

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER		URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCOUNTING INFORMATION

TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 15, 1941

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

WE DESIRE MAKE AWARD ON DECEMBER SIXTEENTH OF CONTRACT FOR EUGENE-

JUDKINS POINT PROJECT TO STRONG AND MACDONALD OF TACOMA STOP ALL RIGHTS OF

WAY ARE ACQUIRED STOP MAY WE HAVE YOUR CONCURRENCE

R. H. BALDOCK

RECEIVED

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired, otherwise the message will be transmitted as a telegram or ordinary cablegram

WESTERN UNION

1217-B

CHECK

ACCOUNTING INFORMATION

TIME FILED

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

RECEIVED
DEC 12 1941
FOR FILING

SALEM, OREGON
DECEMBER 12, 1941

MR. W. H. LYNCH
DISTRICT ENGINEER
PUBLIC ROADS ADMINISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

EXPECT THAT RAILROAD AGREEMENTS ON EUGENE PROJECT WILL BE APPROVED WITHIN FEW DAYS STOP MAY WE HAVE YOUR CONCURRENCE IN AWARD OF CONTRACT AT THAT TIME STOP ALL OTHER RIGHTS OF WAY ARE ACQUIRED

R. H. BALDOCK

RECEIVED
FEB 13 PM
FOR FILING

Charge to the account of _____ $ _____

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		ORDINARY	
DAY LETTER	X	URGENT RATE	
SERIAL		DEFERRED	
OVERNIGHT TELEGRAM		NIGHT LETTER	
SPECIAL SERVICE		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise the message will be transmitted as a telegram or ordinary cablegram.

WESTERN UNION

1217-B

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCOUNTING INFORMATION
TIME FILED

Send the following telegram, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
DECEMBER 11, 1941

MR. J. W. CORBETT
SUPERINTENDENT
SOUTHERN PACIFIC COMPANY
PORTLAND, OREGON

THIRTY DAY LIMIT WITHIN WHICH WE CAN HOLD LOW BIDDER ON EUGENE PROJECT TO HIS BID WILL EXPIRE DECEMBER SIXTEENTH STOP NECESSARY WE HAVE ADVICE BY THAT DATE ASSURING US YOUR COMPANY APPROVES AND WILL EXECUTE AGREEMENT WITH STATE AS SUBMITTED TO YOU ON DECEMBER NINTH SUBJECT TO CERTAIN MINOR REVISIONS APPROVED BY DEVERS ON DECEMBER TENTH

R. H. BALDOCK

B-41-SM

B-3000

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

IN REPLY PLEASE REFER TO

November 29, 1941

PD 16823

RECEIVED
NOV 17 1942
FOR FILING

J. W. CORBETT,
SUPERINTENDENT

RECEIVED
NOV 17 1942
FOR FILING

RECEIVED
DEC 3 - 1941
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock, Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Attention: Mr. S. H. Probert
Office Engineer

Dear Sir:

Referring to your letter of Nov. 27th in connection with the work to be performed by the Railroad in the relocation of the railroad and highway at Eugene, under items "Job F Telegraph Lines" and "Job G, Signal Work".

The matter of credit allowance for materials to be released under these two items is in the same category as other items of existing track facilities to be removed in connection with the project. The agreement, as is being prepared to cover the relationship of the State and the Railroad in the doing of this work, carries a paragraph covering this entire subject, the wording of which has been worked out between your attorneys and ours. And in our opinion, the matter of credit allowance for the two jobs mentioned above is being properly covered.

As to estimated credit allowance for materials used in the temporary relocation of telegraph-telephone lines and signal facilities to protect them against contractors' operations, you will note in the estimate recently furnished you that this has been provided for.

Yours truly,

J. W. Corbett

November 27, 1941

Mr. J. W. Corbett, Supt.
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

Reference is made to the estimate of cost of the work to be performed by your company, in connection with the relocation of the railroad and highway between Eugene and Judkins Point.

Under the items "Job F, Telegraph Lines" and "Job G, Signal Work" no credit allowance has been shown for materials released. Accordingly, will you please submit to this department a supplemental estimate of these items so that they may be included in the estimate which you previously submitted.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/EF

October 28, 1941

Mr. J. W. Corbett, Supt.
Southern Pacific Co.
Union Station
Portland, Oregon

Dear Sirs

Will you please furnish this department with an estimate of the cost of the work to be performed by your Company for the moving of tracks and other facilities, in connection with the construction of the Eugene-Judkins Point Section.

This matter was discussed with Mr. George Farr, of your department, when he was in our office a few days ago.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

RECEIVED
NOV 17 1942
FOR FILING

December 6, 1941

Mr. J. W. Corbett
Superintendent
Southern Pacific Company
Portland, Oregon

Dear Sir:

We refer to your letter of November 26, with which a revised estimate is submitted for a part of the protective work which your Company and the Western Union Company will have to perform in connection with the Eugene Grade Separation Project.

We do not consider it advisable to commit ourselves, at this time, as to the reconstructibility of any specific items of expense. When your bills for the work are submitted, they will be audited and reimbursement will be made to you in accordance with the provisions stated in Section 20 of our agreement with you.

Very truly yours,

R. H. Baldock
Chief Engineer

SHP:ER

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

IN REPLY PLEASE REFER TO

FD-16823

J. W. CORBETT,
SUPERINTENDENT

Nov. 26, 1941

Mr. R. H. Baldock,
Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

REFERRED TO
H. G. Smith
By Chief Engineer
Please prepare an answer after you discuss the matter with me.

Dear Sir:

Referring to recent conversation during conference in your office in regard to additional protection of signals, telegraph, telephone and signal lines during contractors operations in connection with your new Highway construction project between Eugene and Springfield Junction.

We estimate the additional expense involved over and above that as shown in our previous estimates, and more specifically outlined in jobs F & G, at $2156.00, as shown in detail on the attached sheets.

The intent of this letter is to confirm our understanding that this additional expense will be accepted by the State as a recollectible expenditure on the part of the Railroad Company, and we will appreciate a letter from you advising that this is likewise your understanding of the matter and that we are in accord on this additional protection required.

As this matter must be also presented to our management, an early reply will be appreciated.

Yours truly,

J. W. Corbett

RECEIVED
NOV 29 1941

Estimated cost for protecting telegraph lines and signal lines at Judkins Point, account blasting and Highway construction. Between Engineer's Stations 1068-30 and 1086-20 - 1790 feet.

UNIT	QUANTITY	DESCRIPTION	LABOR	MATERIAL	TOTAL
Job "A" Telegraph Lines in Cable & Conduit					
L.F.	1830	Telegraph Cable		515.	
		Cable Rings		60.	
		Lead sleeving		2.	
Ea.	2	Cable Terminals		30.	
L.F.	1830	3" Pipe		759.	
	Lot	Pipe fittings		6.	
		Solder & Wisell		2.	
Ea.	4	Log Anchors		8.	
		Bolts and clamps		5.	
		Pins & Crossarms		29.	
Ea.	4	Guy Rods		5.	
L.F.	600	Stranded Cable		18.	
L.F.	1000	Duplex Cable		20.	
		Labor	700.		
		6% SS & RR Act		42.	
		10% W.C. & PL Insurance		70.	
			700.	1571.	
		Gross Cost			$2271.
		Less Salvage that can be recovered when operations completed			
L.F.	1830	S.H.Pipe		380.	
"	1830	S.H. Cable		200.	
	Lot	Misc. Items		30.	
		Salvage			610.
		Net Cost recollectible			$1661.

SIGNAL WORK

UNIT	QUANTITY	DESCRIPTION	LABOR	MATERIAL	TOTAL
L.F.	2000	7 Conductor Cable		340	
"	2000	Cable cover		25	
"	6000	Duplex Cable		125	
		Labor installing	250		
		Shift Cable & M.Sgr.	150		
		Assemble & Handle Mtl.		39	
		Move Distant Signal	100		
		6% SS & RR Act		30	
		10% W.C. & PL Insurance		50	
			500	609	
		Gross Cost			1109.

Less Salvage that can be recovered

L.F.	2000	7 Conductor Cable SM	100	
"	6000	Duplex Cable SM	60	
		Salvage Recollectible		160.
				$949.

Additional Flagmen required

Days	100	Flagging @ 4.00	400	
		6% SS & RR Act	24	
		10% WC & PL Ins.	42	
		Recollectible		$446.

Summary of Costs of additional expense involved for protection of telegraph & Signal Lines at Judkins point

---

Telegraph Lines - - - - - - - - - - - - - - - - -	$1661.
Signal Lines- - - - - - - - - - - - - - - - - - -	949.
Additional Flagging Protection- - - - - - - - -	446.
Total- - - - - -	$3056.

Less: Items appearing on original estimate for maintaining lines account of construction and shown under jobs F & G

Maintaining Telegraph Lines - - - - -	$600.	
Maintaining Signal Lines- - - - - - -	300.	900.
Total Additional Expense		$2156.

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

IN REPLY PLEASE REFER TO

J. W. CORBETT,
SUPERINTENDENT

October 27, 1941

PD-16823

Mr. R. H. Baldock
Chief Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Referring to your request for an estimate of the cost of work and materials to be furnished by the Southern Pacific Company in connection with the proposed relocation of the railroad and highway between Eugene and Springfield Junction.

We are attaching herewith our estimates of such cost based upon our current wage scales and material prices under the present conditions.

You will appreciate that these may be subject to change by the time the railroad is constructed and all work in connection therewith completed.

This estimate is prepared in accordance with the terms of the tentative agreement covering the project.

Yours truly,

J. W. Corbett

encl.

RELOCATE 2.25 TM Main Line, Eugene-Springfield Jct. Dwg.P-9795

UNIT	QUANTITY	CHARACTER OF WORK	LABOR	MATERIAL	TOTAL
		Job "A" Construct new track starting at ES 991.00 MP 646.78 ending at ES 1105-00 MP 644.62, including 3 switches and 480 ft. turnouts. Total track to build -- 11880 Tr.Ft. 2.25 Track Miles turnouts included:			
		Additional property			
	Lot	Clearing & grubbing			
CY	350	Structural Exc			
"	300	Trench Exc			
"	250	Trench " solid			
"	59000	Com Exc			
"	96000	Solid			
Stn	636 M	CY overhaul			
"	35 M	" "			
TM	2.18	Finish slopes & roadbed			
LF	120	48" culv pipe in place			
CY	27000	Rip rap			
"	270	2" material in base			
"	130	3/4" Ditto			
Gal	15 M	Sprinkling			
CY	63	Conc in place			
Cwt	104	Reinforcing steel			
CY	430	Cement Ruble Masonry			
Ea	1	45° 10" Conc Multiple Culv			
		Mill Race structure			
Ea	1	Conc wasteway for Mill Race			
		2% Cont on Val. Prop only			
		S.P.Co. will contribute $12000. to provide double track structures instead of present single tracks			
		Above work all to be performed by State.			
		Job "B" Track work to be done by S.P.Company - Construct 11880 Tr. Ft. Inc. 3 switches			
Sets	3	Switch ties			330.
Ea	7015	Track ties			8103.
LF	3350	113# Rail 56.44 GT			2855.
"	20212	132# Rail 398.22 T			20150.
Ea	22	Comp. Joints			399.
"	2	132# Switch Comp			2079.
"	1	113#			990.
Prs.	550	132# Angle Bars			2620.
"	94	113# " Do			392.
Ea.	2576.	Bolts, Nuts, Washers			541.
Ea.	5072	Rail Anti Creepers			1284.
Cwt.	284	Track spikes			978.
CY	14500	C R Ballast			14264.
Ea.	14310	Tie Plates			4960.
"	12	Insulated Joints			198.

Ea.	3	Switches, derails wired	132.	165.
TM	2.25	Lay Track	3713.	
"	2.25	Unload Ballast	247.	
"	2.25	Raise track	990.	
"	2.25	Line & dress	1485.	
"	2.25	Space ties	124.	
		Work train (switch eng)	550.	385.
Ea	3	Install switches	248.	
		Assemble & handle mtl.	1100.	
		6% SS & RR Act		515.
		10% W C & P L Ins.		859.
			8589.	62067.
		Recollectible		$70656.

Job "B" Cont. Work to be done in connection with construction.

TM	2.25	Take up present M L track and switches	2200.	
		6% SS & RR Act		132.
		10% W C & P L Ins		220.
		Recollectible		$2552.

Job "C" Work incident to and in connection with Job "B"

TrF	800	Dig down and lower track ES 1097 to 1105 (From 0 to 3 feet	2640.		
TF	3400	Shoo Fly present & proposed Main Line under traffic during construction	5500.	2310.	
		6% SS & RR Act		488.	
		10% W C & P L Ins		814.	
		Dr.Recollectible	8140.	3612.	$11752.

Job "D" Remove & replace 2680 ft. storage track ES 1078-20 to 1105-00

Ea	1465	Unt track ties		1129.
"	1465	SH tie plates		177.
Cwt	48	Track spikes		165.
Ea	640	Bolts, nuts		106.
CY	1200	C R Ballast		1188.
TF	2680	Lay track	737.	
"	2680	Ballast & surface	737.	

6% SS & RR Act			88.
10% W C & P L Ins			147.
DR Recollectible		1474.	3000.
			$4474.

Job "F" Telegraph Lines
Maintain Lines Acct O.H. const.
660.

Ea.	15	Log Anchors		50.
"	656	Carriage Bolts		8.
"	328	Cross Arm Bolts		66.
"	656	Cross Arm Braces		99.
"	10	Transportation Brackets		16.
"	20	Do Do		11.
LF	800	Cable		286.
Ea	60	3 Bolt Guy Clamps		16.
"	320	10 Pin Cross Arms		361.
"	30	Guy Hooks		7.
"	3034	Insulators		330.
Lbs	10	Nails		1.
Ea	3034	Insulator Pins		352.
"	30	Guy Clamps		3.
"	82	Poles, 30 ft to 45 ft.		1082.
"	15	Guy Rods		16.
"	328	Drive Screws		16.
"	400	Copper Sleeves		22.
LF	2000	Steel Strand		66.
M	60	Copper wire 3(		2181.
Lbs	200	Copper Tie Wire		55.
		Misc. Small items		55.
		Assemble & Handle Mt.	660.	
		Labor Installing	3410.	
		6% SS & RR Act		284.
		10% WC & PL Ins		473.
		Recollectible	4730.	6456. $11186.

Job "G" Signal Work

		Maintain a/c OH Const.	330.	
MFt	50	W.P.Insulated Line circuits	990.	1210.
"	20	3' Copper	303.	495.
Ea.	4	Searchlight Signals	770.	2816.
"	6	Track Circuits	357.	578.
Mi	2.22	Track Bonding	220.	66.
Ea	14	Insulated Joints	33.	247.
Ea	1	Move Wigwag	55.	149.
"	1	Move Motor Car Indicator	33.	33.
		Misc. Items	369.	165.
		Assemble & Handle Mtl.	110.	
		Remove old Signal-Lines	550.	
		Move Outfits	110.	

		6% SS & RR Act		253.	
		10% WC & PL Ins		423.	
		Recollectible	$4230.	$6435.	$10665.

Job "H" Install Guard Rail Under Overhead Highway Crossing 120 ft.

LF	240	SH 90# Rail 3.2 T		79.	
Ea.	2	Welded points		15.	
"	28	Rail Braces		12.	
"	100	SH tie plates		12.	
Lbs	300	Track spikes		10.	
		Labor place	44.		
		6% SS & RR Act		3.	
		Assemble & Handle Mtl		11.	
		10% WC & PL Ins		4.	
		DR Recollect	44.	146.	$190.

Job "I" Watchmen & Flagmen (6 Men 180 days)

Da	1080	Man days	4752.		
		6% SS & RR Act		285.	
		10% WC & PL Ins		475.	
		RECOLLECTIBLE	$4752.	$760.	$5512.

Job "J" Engineering & Inspection

Ea	1	Engr. 9 months)	4504.		
Ea	1	Engr. 6 months)			
		6% SS & RR Act		270.	
		10% WC & PL Ins		449.	
			4504.	719.	$5223.

S.P.Co. to assume the cost of increase in weight of new rails & Fastenings over and above the weight of rails & Fastenings in the present tracks

GT	8052	Rail (Increased Weight) (454.66 Tons in 374.14 Tons out	3704.	
Prs.	634	Angle Bars (inc.cost)	569.	
Lot		Tie plates, Anti creepers & Switches (inc. cost?)	3725	
		CR RECOLLECT	$7998.	$7998.

SUMMARY

Job "A"	-	Work to be performed by State. Southern Pacific Co. will contribute $12000. to provide Double Track Structures instead of present Single Track Structures	
Job "B"	-	Construct Track	$70656.
Job "B"	-	Remove Track	2552.
Job "E"	-	Incidental Work	11752.
Job "D"	-	Remove & Replace Storage Track	4474.
Job "F"	-	Telegraph Lines	11186.
Job "G"	-	Signal Work	10665.
Job "H"	-	Guard Rail	190.
Job "I"	-	Watermen & Flagmen	5512.
Job "J"	-	Engineering & Inspection	5223.
		TOTAL	$122210.

Southern Pacific Co. will also assume cost of increased weight of rail and fastenings over and above present track Cr. 7998.

11H 212

Plus Increase Cost & Tel. Tel. + Signal Lines of 11b, -12-

Govt. 2 lines Cr. Sal 90 2 90 2 90

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FAGM-161-D-7

Salem, Oregon
December 3, 1941

Mr. E. E. Unphlette
Resident Highway Engineer
Eugene, Oregon

Dear Sir:

As per your request, please be advised that Prefix 20-1037 has been assigned to the Eugene-Judkins Point Project on which bids were received November 17, 1941.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Prebert
Office Engineer

Dict. by L. E. Parsons/ER

cc to Mr. K. D. Lytle

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FAGM 161-D-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1941

Subject:

To: Mr. R. H. Baldock,

Office.

Dear Sir:

Information has just come to me that there has been some discussion and some hazy understanding about the railroad company reimbursing the State for the cost of lengthening drainage structures on the Eugene project to make possible double track construction by the railroad, but I have nothing definite and so far as the agreement is concerned the State is obligating itself to do all of the work, furnish all of the materials and the labor, in fact pay for the construction of the railroad grade, regardless of width or length of structures.

If the plans as now prepared and attached to the agreement provide for the additional length of structure, then as I read the agreement the State is assuming the full obligation without any reimbursement from the railroad company. I am told that there is some information from the railroad company to the effect that it is setting up $12,000 as a reimbursement item, but nothing of that matter is mentioned or discussed in the agreement and I am calling this to your attention now so that we will not be in the position of being Santa Claus to any greater extent that we now are.

Yours very truly,

J. M. DEVERS

JMD:PW

cc H. G. Smith
G. S. Paxson

NOTED
State Highway Engineer

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FROM 41-8-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 27, 1941

Subject:

To: Mr. R. H. Baldock,

Office.

Dear Sir:

Information has just come to me that there has been some discussion and some hazy understanding about the railroad company reimbursing the State for the cost of lengthening drainage structures on the Eugene project to make possible double track construction by the railroad, but I have nothing definite and so far as the agreement is concerned the State is obligating itself to do all of the work, furnish all of the materials and the labor, in fact pay for the construction of the railroad grade, regardless of width or length of structures.

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Yours very truly,

J. M. DEVERS

JMD:PW

cc H. G. Smith
G. S. Paxson

State Highway Engineer
NOTED

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FAGM-161-D-2

November 22, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

We refer to your letter of November 21, concerning certain provisions of the proposed agreement between the State of Oregon and the Southern Pacific Company, covering construction of the Eugene Grade Separation Project FAGM 161-D (2) (cn).

The proposed agreement was originally written about as you now suggest, but the Southern Pacific Company flatly refused to execute the agreement on that basis. Therefore, in order to make the project possible, the State is agreeing to the provisions as they appear in the agreement as submitted to you.

We understand that certain of the costs which the State agrees to bear are ineligible for federal participation, and we hereby agree to absorb, with state funds, all of such ineligible costs as the provisions of the railroad company agreement require us to meet.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

SHP:K

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

November 21, 1941

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed agreement between the State of Oregon and the Southern Pacific Company covering construction of Oregon Federal Aid Grade Crossing Project FAGM 161-D (2)(on), the Eugene - Judkins Point section of the Pacific Highway.

The proposed agreement has been reviewed by our Washington office and we have received the following comments:

"The expense of recording the agreement as provided by Section 10 of the agreement is ineligible for Federal participation. * * *

"This project involves the relocation of approximately two miles of track and we realize that some adjustment should be made in order to reimburse the Railroad for the loss it will sustain in the removal of the present track facilities, but not to the extent provided for in Section 20. We feel that an equitable adjustment would be provided if Section 20 were revised substantially as follows: Delete the last part of Section 20 starting with the last two words in line 7 and add the following: 'except the "loss in value" which the Railroad will sustain in the removal of the present track facilities shall be the "loss in value" percentages which are used when material is placed in temporary tracks, as outlined in Section 33 (a) and 33 (b) of General Administrative Memorandum No. 39, except for spikes, bolts, and nutlocks whose loss in value will depend on the value of this material when released. This adjustment will of course apply to the material in the existing track and not to the new track material.'

"Section 14 should be deleted.

"Federal participation in the cost of ballast used on the new track will be limited to the type, quality and depth of ballast under the present track.

"The agreement appears satisfactory subject to the conditions outlined above."

The suggested revision of Section 20 and deletion of Section 14 will, of course, not be required if the State is willing to absorb any costs which are determined to be ineligible.

Very truly yours,

W. H. LYNCH
District Engineer

By: L. Caufield
L. J. Caufield
Sr. Highway Engineer

November 21, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the proposed agreement between the State of Oregon and the Southern Pacific Company covering construction of Oregon Federal Aid Grade Crossing Project FAGM 161-D (2)(on), the Eugene - Judkins Point section of the Pacific Highway.

The proposed agreement has been reviewed by our Washington office and we have received the following comments:

"The expense of recording the agreement as provided by Section 10 of the agreement is ineligible for Federal participation. * * *

"This project involves the relocation of approximately two miles of track and we realize that some adjustment should be made in order to reimburse the Railroad for the loss it will sustain in the removal of the present track facilities, but not to the extent provided for in Section 20. We feel that an equitable adjustment would be provided if Section 20 were revised substantially as follows: Delete the last part of Section 20 starting with the last two words in line 7 and add the following: 'except the "loss in value" which the Railroad will sustain in the removal of the present track facilities shall be the "loss in value" percentages which are used when material is placed in temporary tracks, as outlined in Section 33 (a) and 33 (b) of General Administrative Memorandum No. 39, except for spikes, bolts, and nutlocks whose loss in value will depend on the value of this material when released. This adjustment will of course apply to the material in the existing track and not to the new track material.'

"Section 14 should be deleted.

November 21, 1941

Mr. Baldock

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"The agreement appears satisfactory subject to the conditions outlined above."

The suggested revision of Section 20 and deletion of Section 14 will, of course, not be required if the State is willing to absorb any costs which are determined to be ineligible.

Very truly yours,

W. H. LYNCH
District Engineer

By:

L. J. Caufield
Sr. Highway Engineer

RECEIVED
NOV 21 1941
F

FAGM 161-B-2

November 21, 1941

Mansfield and Company
310 Lewis Building
Portland, Oregon

Attention: Charles Mansfield

Gentlemen:

In accordance with your letter of November 19, accompanied by request from Mr. C. A. Strong, we will be pleased to forward to your office for execution the contracts for the Eugene-Judkins Point Section of the Pacific Highway, on which Strong & Macdonald, Inc., submitted the low bid, if and when the project is awarded.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

DD/mm

cc - Strong & Macdonald, Inc.
1011 East F Street
Tacoma, Washington

E. G. Wood

NOTED
D. C. DeSart

ASSOCIATE MEMBER

MANSFIELD & CO.

SURETY BONDS — GENERAL INSURANCE
LEWIS BUILDING
PORTLAND, OREGON
ATwater 0191

CHAS. A. MANSFIELD
RES. PHONE
BEACON [illegible]

L. W. NEFF
RES. PHONE
GARFIELD 8278

Highway Comm. -
I have forwarded contract on Eugene job to Mansfield & Co.
Strong & Macdonald
by Cashong

November 19, 1941

H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Herb:

In connection with the Eugene-Judkins Point job on which Strong & McDonald were low bidders at the opening on the 17th, we are taking care of the contract bond and insurance for Mr. Strong and I am enclosing card signed by Mr. Strong asking that the contract and bond books be forwarded to me at 310 Lewis Buildings, Portland, Oregon.

I would appreciate your putting this in the hands of the proper persons so that the necessary notation can be made to forward these books to me when they are ready.

We understand this job was referred to the engineer with power to award so there will probably be some delay.

Yours very truly

Chas. A. Mansfield

CAM:N

MANSFIELD & CO.

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November 14, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sirs

We are enclosing herewith five copies each of special provision pages numbers 8, 30, 31, 31a, 31b and 31c, for the Eugene-Junction Point Section, Project No. SN-FAGM 161-D (2).

Likewise are enclosed copies of letters sent to prospective bidders, in which letters the changes that have been made in the revised special provision pages, and the pages which they are to replace, are indicated.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

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Const.
Projects
Primary
FAGM 161-D-2

November 3, 1941

Mr. J. W. Corbett, Superintendent
Southern Pacific Company
Union Station
Portland, Oregon

Dear Sir:

We acknowledge receipt of your letter of October 31, your file PD-16823, concerning plans and specifications for the proposed relocation of your tracks in the vicinity of Judkins Point near Eugene.

In accordance with your request, we are sending you this date, under separate cover, three copies of the special provisions covering the railroad roadbed grading work for which bids are to be received at the meeting of the Highway Commission on November 12, 1941.

With reference to your standards for corrugated metal pipe, you will note that we have revised our specifications to conform with your standards.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

VGO'H:MR

cc Mr. H. G. Smith

Southern Pacific Company

UNION STATION, PORTLAND, OREGON

IN REPLY PLEASE REFER TO

PD-16823

J. W. CORBETT,
SUPERINTENDENT

Oct. 31, 1941

Mr. R. H. Baldock, Chief Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In connection with the proposed relocation of the railroad and highway at Eugene, we wish to advise that the plans for the millrace and spillway as revised by you are satisfactory to the railroad.

The plans for the overhead structure are now in the course of being checked, and we hope to advise you shortly on these.

In connection with the subject of structures, in the event that any culvert pipes are necessary under the proposed railroad embankment, we wish to advise that our standards are pure iron dipped and paved culverts of the following guages for the following sizes:

48" -	8 guage
42" -	10 guage
36" -	10 "
30" -	10 "
24" -	12 "

We have not yet received a copy of your specifications covering the portion of the work in which we are concerned, and we would be pleased to be furnished this information in at least three copies for our information and approval.

Yours truly,

J. W. Corbett

Specs. now call for 1-45" C.M.Pipe 12 ga. - Asphalt Coated

Our specs. revised to conform to S.P.Co.

Approx. Extra Cost for 48" — $4.72 per ft.

REFERRED TO

By Chief Engineer

RECEIVED
NOV 17 1942
FOR FILING

October 31, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The date was not shown on your Application No. 3 for Highway Project Preference Rating Order and we have therefore added October 30, 1941, the date of your letter of transmittal.

We have also changed the designation of the Eugene - Junkins Point Project from SE-PAGH to SE-PAGH 161-B (2).

If for any reason this is not satisfactory, please so advise.

Very truly yours,

W. H. LYNCH
District Engineer

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FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

October 28, 1941

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon SN-FAGM 161-D (2)(On), the Eugene-Judkins Point Section of the Southern Pacific Railroad relocation, Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld until all rights of way have been obtained.

Will you please submit revised title sheets showing all of Section D, including this extension.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
NOV 17 194
FOR FIL

October 25, 1941

Mr. H. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

-D (2)

Dear Sir:

We are enclosing herewith seven copies of revised estimate and three copies of Form PR 46 to accompany plans and specifications for the Eugene-Judkins Point Section, Project No. SN-PICH-161-F (1).

Five sets of blueprint plans, five copies of bid proposals, and three copies of agreement with the Southern Pacific Company are being sent under separate cover.

Since the agreement has not been signed, the copies we are sending will be replaced later with additional copies containing the signatures of the Highway Commission and railway officials.

The enclosed copies of estimate do not include the cost of the work to be performed by the railway company's forces. We expect to receive an estimate from the railway company in the next few days and will submit a revised estimate with the cost of their work included, at that time.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. ~~SN-FAGH-163-B~~ (1)
M 161-B (2)

EUGENE-JUDKINS POINT SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 25, 1941

Railroad Roadbed and Box Culverts

All Required		Clearing and Grubbing		$ 1,900.00
300	cu. yds.	Trench Excavation, Common	$ 1.50	450.00
250	cu. yds.	Trench Excavation, Solid	2.50	625.00
59,500	cu. yds.	General Excavation, Common	0.30	17,850.00
96,400	cu. yds.	General Excavation, Solid Rock	0.90	86,760.00
785,000	yd. stns.	Short Overhaul	0.007	5,495.00
43,500	C-yd. stns.	Long Overhaul	0.40	17,400.00
1.81	miles	Finishing Roadbed and Slopes	200.00	362.00
1	only	Removal of Manholes	10.00	10.00
1	only	Removal of Catch Basins	5.00	5.00
330	lin. ft.	6" Sewer Pipe	0.70	231.00
120	lin. ft.	48" Corr. Metal Pipe	10.00	1,200.00
2	only	Type "B" Manholes	100.00	200.00
1	only	Concrete Catch Basin	30.00	30.00
400	lin. ft.	Wood Guard Rail	1.50	600.00
180	cu. yds.	2" - 0" Materials in Base	1.00	180.00
100	cu. yds.	3/4" - 0" Materials in Base	1.50	150.00
15	M-gals.	Sprinkling	2.00	30.00
All Required		Shoring, Cribbing, Etc.		2,600.00
2,600	cu. yds.	Structural Excavation	3.00	7,800.00
40	cu. yds.	Structural Excavation Below Elevations Shown	5.00	200.00
760	cu. yds.	Class "A" Concrete	25.00	19,000.00
94,000	lbs.	Metal Reinforcement	0.07	6,580.00
All Required		Gates and Gate Lifting Mechanism		2,500.00
All Required		Winch and Tail Holds		100.00
All Required		Moving Existing Gates		300.00
40	sq. yds.	Riprap, Class 1	5.00	200.00
				$172,758.00
				17,275.80
				$190,033.80

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FOR FILING

October 10, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Plans and specifications for the Eugene-Junkins Point Section, Project No. ~~SR-PAGH-161-B-(1)~~ SW-FPGM 161-B(2) were mailed to you on October 9.

Two copies of statement regarding right of way for this project was overlooked and is submitted herewith.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/GS

Encl.

EUGENE-JULIAN POINT SECTION

PROJECT NO. SN-PAOH 161-F (1)

While negotiations for right of way are in progress, eight parcels have not been secured, nor has the right to occupy and use these parcels been secured, but it is now believed that all necessary right of way can be made fully available within thirty days.

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

October 10, 1941

October 9, 1941

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Herewith are seven copies of estimate to accompany plans and specifications for the Eugene-Judkins Point Section, Project No. ~~SN-FACH-161-F (1)~~.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The estimate will be revised later to include the estimate of cost of work to be performed by the Railroad Company when this information is made available.

Very truly yours,

R. H. BALDOCK
Chief Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/ME

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. ~~SU-PAGE 161-F (1)~~

EUGENE-JUDKINS POINT SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 9, 1941

Railroad Roadbed and Box Culverts:

All Required		Clearing and Grubbing		$ 1,900.00
700	cu. yds.	Trench Excavation, Common	$ 1.50	450.00
250	cu. yds.	Trench Excavation, Solid	2.50	625.00
59,500	cu. yds.	General Excavation, Common	0.25	14,875.00
96,400	cu. yds.	General Excavation, Solid Rock	0.75	72,300.00
785,000	yd. stns.	Short Overhaul	0.005	3,925.00
42,500	C-yd. stns.	Long Overhaul	0.30	12,750.00
1.21	miles	Finishing Roadbed and Slopes	200.00	242.00
1	only	Removal of Manholes	5.00	5.00
1	only	Removal of Catch Basins	5.00	5.00
770	lin. ft.	6" Sewer Pipe	0.75	191.50
130	lin. ft.	42" Corr. Metal Pipe	10.00	1,300.00
2	only	Type "B" Manholes	80.00	160.00
1	only	Concrete Catch Basins	30.00	30.00
400	lin. ft.	Spring Breast Guard Rail with Concrete Posts	1.50	600.00
190	cu. yds.	2" - 0" Materials in Base	1.00	190.00
100	cu. yds.	3/4" - 0" Materials in Base	1.00	100.00
15	M-Gals.	Sprinkling	1.50	22.50
All Required		Shoring, Cribbing, etc.		2,600.00
2,600	cu. yds.	Structural Excavation	3.00	7,800.00
40	cu. yds.	Structural Excavation Below Elevations Shown	5.00	200.00
760	cu. yds.	Class "A" Concrete	22.00	16,720.00
94,000	lbs.	Metal Reinforcement	0.045	4,230.00
All Required		Gates and Gate Lifting Mechanism		2,500.00
All Required		Winch and Tail Table		100.00
All Required		Moving Existing Gates		300.00
40	sq. yds.	Riprap, Class 1	5.00	200.00
				$144,521.00
				14,652.10
				$161,173.10

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. ~~FA-PACH 161-F~~ (1)

EUGENE-JUNCTION CITY SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 9, 1941

Railroad Roadbed and Box Culverts:

All Required		Clearing and Grubbing		$ 1,900.00
300	cu. yds.	Trench Excavation, Common	$ 1.50	450.00
250	cu. yds.	Trench Excavation, Solid	2.50	625.00
59,500	cu. yds.	General Excavation, Common	0.25	14,875.00
96,400	cu. yds.	General Excavation, Solid Rock,	~~0.60~~	~~57,840.00~~ 72,300.00
735,000	yd. stas.	Short Overhaul	0.005	3,675.00
42,500	C-yd. stas.	Long Overhaul	0.30	12,750.00
1.81	miles	Finishing Roadbed and Slopes	200.00	362.00
1	only	Removal of Manholes	5.00	5.00
1	only	Removal of Catch Basins	5.00	5.00
270	lin. ft.	6" Sewer Pipe	0.55	131.50
120	lin. ft.	42" Corr. Metal Pipe	10.00	1,200.00
2	only	Type "B" Manholes	80.00	160.00
1	only	Concrete Catch Basins	30.00	30.00
400	lin. ft.	Spring Bracket [illegible] with Concrete Posts	1.50	600.00
120	cu. yds.	2" - 0" Retaining Wall in Base	1.00	120.00
100	cu. yds.	1'-4" - 0" [illegible] in Base	1.20	120.00
15	M-Gals.	Sprinkling	1.50	22.50
All Required		Grubbing, Cribbing, etc.		2,600.00
2,600	cu. yds.	Structural Excavation	2.00	7,200.00
40	cu. yds.	Structural Excavation below Elevations shown	5.00	200.00
720	cu. yds.	Class "A" Concrete	22.00	15,720.00
64,000	lbs.	Metal Reinforcement	0.065	6,110.00
All Required		Gates and Gate Lifting Mechanism		2,500.00
All Required		Sinks and Fill Holes		100.00
All Required		Moving Existing Gates		100.00
40	s. yds.	Riprap, Class 1	5.00	200.00
				$132,061.00
				13,206.10
				$145,267.10

Eugene-Judkins Point Section

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Sheet 1 of 1 Sheets

Estimate of Materials Required for Roadway
(To Accompany P.S. & E.)

Starting Date (Est.) Dec. 1, 1941 State Oregon

Completion Date (Est.) May 31, 1942 Project No. SN-PAGE 161-F (1)

Estimated Total Cost _____ $ 190,073.80 Length: Miles _____

Code	Material Item	Unit	Quantity	Code	Material Item	Unit	Quantity
1	Cement	Bbl.	1,220	6	Metal culvert pipe	Lb.	8,500
2	Aggregates	Cy.	1,450	7	Reinforcing steel	Lb.	94,000
3	Bituminous mat.	Gal.		8	Structural steel	Lb.	
4	Lumber	M.	84	10	Explosives	Lb.	75,000
5	Timber piling	Lft.					

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Salem, Oregon
September 18, 1941

H. C. Smith

Please note the attached letter from J. E. Devers with reference to the location of the spur track which served the University of Oregon.

Will you please confer with the engineers of the Southern Pacific Company and make a report on the matter.

C. B. McCullough

JMcQA

REFERRED TO
McCulloch
By Chief Engineer
Have H.G. Smith take it up with S.P. Engineer

REFERRED
By Asst. State Highway Engineer

Is there any way you would like to [illegible]

COMMISSION

NDENCE

.....

.....

Dear Sir:

In connection with the Eugene project there is an item which has not yet been settled. I refer to the spur track which serves the University. The University expects that the spur track will be reinstated on the new railroad grade. This matter was briefly discussed in Mr. Farren's office in Portland when Dr. Erb was present. The railroad representatives said that the change can be made but at "tremendous cost". When I inquired as to what was meant by tremendous costs the reply was that no exact statement could be made at that time but the figure of $10,000 was used. Personally, I think that is outrageous.

This is, in my opinion, a construction item and not a right of way item and therefore it is my opinion that the engineers should confer with the University and the railroad because the work I think will have to be done by either the railroad's contractor or the highway contractor. This much is true, that Dr. Erb told the railroad company that since the University has a spur at this time and a contract with the railroad for its use and maintenance the University will expect the contract to be kept and the spur to be reinstated on the new line.

Dr. Erb stated very definitely that if that double track were built now the Company would have to stand all the additional expense and therefore it was his opinion that the Company should not now ask the State to reimburse the Company for "tremendous costs" incurred in putting this spur on the new grade.

If I can be of service in this matter please call me, but I am of the opinion that it is entirely an engineering or construction matter.

Yours very truly,

J. M. DEVERS

JMD:PW

FORM E-20 30M 6-41

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1941

Subject:

To: Mr. C. B. McCullough,

Office.

Dear Sir:

In connection with the Eugene project there is an item which has not yet been settled. I refer to the spur track which serves the University. The University expects that the spur track will be reinstated on the new railroad grade. This matter was briefly discussed in Mr. Farren's office in Portland when Dr. Erb was present. The railroad representatives said that the change can be made but at "tremendous cost". When I inquired as to what was meant by tremendous costs the reply was that no exact statement could be made at that time but the figure of $10,000 was used. Personally, I think that is outrageous.

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Dr. Erb stated very definitely that if that double track were built now the Company would have to stand all the additional expense and therefore it was his opinion that the Company should not now ask the State to reimburse the Company for "tremendous costs" incurred in putting this spur on the new grade.

If I can be of service in this matter please call me, but I am of the opinion that it is entirely an engineering or construction matter.

Yours very truly,

J. M. DEVERS

JMD:PW

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Const
Projects
Municipals
Eugene Airport 16.1-2

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1941

Subject:

To:

Mr. R. H. Baldock,

O f f i c e .

Dear Sir:

Yesterday a conference was held in Mr. Farren's office in the Pacific Building, Portland, attended by Mr. Farrens, Mr. Hampton and Mr. Fair, representing the Railroad, Mr. Libby and myself, representing the Highway Commission, and Dr. Erb, represent the University.

Dr. Erb's interest in the conference was with respect to the spur which the State is to build to serve the University, and we were endeavoring to get approval of that part of the project by the Railroad Company. Mr. Hampton stated that a spur could be built but at tremendous cost, and he attempted to support his position about the costs on the theory that the Railroad Company if it stays where it now is will have to almost immediately double track and therefore it is giving serious consideration to double tracking now. He said that if and when it double tracks the necessary signal system and other facilities would make the construction and maintenance of the spur track very expensive, unless the spur track was located at a place which would necessitate pumping over a great distance because of the length of the pipe line. Dr. Erb called attention to the fact that the University already has a spur and a contract with the Railroad Company, and all that it is asking is that that facility be incorporated in the new arrangement. I asked Mr. Hampton what he meant by tremendous cost. He said that he couldn't hazard a guess but that it might be as much as $10,000.

NOTED

The best I could get out of the Railroad representatives with respect to that matter was that they would discuss the situation with their principals. That means that the agreement with the Railroad Company cannot be completed nor can the agreement with the University be executed until the question of the spur track is settled.

We also discussed the Railroad agreement and several changes were demanded, some of which I can concede but others I cannot.

In the recitals on page one of the agreement I named the crossings that are to be eliminated, but Eighth Street and one other instance I believe will have some private crossings or industry crossings which will have to be taken care of separately. There are, however, some places

where the new railroad will cross existing streets or existing county roads. In those instances the Railroad requires that the old street be vacated and the old county road abandoned and that the State procure quitclaim deeds from the adjoining property owners. That I think is quite proper and I am willing to try to do that, but in this connection I called the Company's attention to the fact that it is not willing to take a right of way across an existing ~~by~~ unused street, but it asks the State to take a right of way to which it has no permanent title.

On page 2, paragraph 1 of things to be done by the State, it is requested that the last sentence in the paragraph be eliminated. I have no objection to that.

On page 3, paragraph 5, it is requested that following the word "provided" in line 4, the last clause be eliminated and the words "as provided in Section 20" added. I have no objection to that.

On page 7, it has been requested that only the language "furnish and place ballast on all new lines, furnish and lay ties and rails on all new lines", be retained and the rest of the paragraph stricken. I have no objection to that.

Mr. Farrens took exception to paragraph 14 and is going to rewrite that paragraph to suit him and send me a copy for study.

On page 8, paragraph 16, after the word "operate" in next to the last line, it is requested that we add"or cause to be maintained and operated", and that we strike out the language "require the Eugene Power Company to maintain and operate". I have no objection to that.

Paragraph 20, on page 9, in next to the last line after the word "treated", they ask that the words "and/or cedar" be added,and in the last line following the word "untreated" the word "fir" be added. Those additions are matters that should be considered by the engineering staff and the Commission for they are intended to determine the amount of reimbursement for ties.

The Railroad claims that under existing circumstances fir ties will cost as much as treated ties and the Railroad says that if the State will get fir ties they will use fir ties instead of treated ties. That change was not approved, but is left for the consideration of yourself and the Commission.

On page 10, paragraph 21, in next to the last line following the word "ties", it is requested that there be added the words "and rails", and then it is proposed to provide some language that will cover the extent of reimbursement for rails.

Page 10, paragraph 24, after the word "thereafter", the balance of the paragraph will be stricken and there is to be added the following: "The State shall by appropriate resolution entered in its minutes eliminate from said highway the area occupied by said overcrossings." I have no objection to that change.

I am making this report and will be glad to discuss it with you at your convenience.

Yours very truly,

J. M. DEVERS

JMD:PW

RECEIVED
SEP 24 1941
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NOTED
State Highway Engineer

AGREEMENT

THIS AGREEMENT made and entered into this _____ day of _____, by and between the STATE OF OREGON, by and through its State Highway Commission, herein called the "State", party of the first part, and SOUTHERN PACIFIC COMPANY, a corporation, herein called the "Railroad", party of the second part;

W I T N E S S E T H :

RECITALS:

1. It is proposed to relocate and rebuild the Pacific Highway in the easterly part of Eugene, which contemplated highway improvement necessitates the moving of a portion of the tracks of the Railroad and necessitates also the construction of an overhead crossing of highway over railroad at Judkins Point.

2. As a result of the relocation of both highway and railroad there will be eliminated in the City of Eugene the following railroad grade crossings: East Broadway, Eleventh Avenue, Emerald Street, Agate Street, Columbia Street, double crossing at intersection of Thirteenth Avenue and Villard Boulevard, Orchard Street, Walnut Street, Sylvan Street, and Riverview Street. By reason of the elimination of said grade crossings there will be made possible better, more convenient and safer highway and railroad alignment.

3. In order to accomplish the benefits desired for both highway and railroad, there must be cooperative effort between the State and the Railroad, and each must assume certain undertakings and obligations.

NOW, THEREFORE, the premises being as stated generally in the foregoing recitals and in consideration of the covenants and agreements hereinafter set out, it hereby is mutually agreed as follows:

THINGS TO BE DONE BY THE STATE:

1. The State agrees to purchase or otherwise acquire and convey to the Railroad by warranty deed, free and clear of all encumbrances, the real property described on the attached sheet, marked Exhibit A and by this refer-

THIS AGREEMENT made and entered into this _____ day of _____,

by and between the STATE OF OREGON, by and through its State Highway Commission, herein called the "State", party of the first part, and SOUTHERN PACIFIC COMPANY, a corporation, herein called the "Railroad", party of the second part;

W I T N E S S E T H :

RECITALS:

1. It is proposed to relocate and rebuild the Pacific Highway in the easterly part of Eugene, which contemplated highway improvement necessitates the moving of a portion of the tracks of the Railroad and necessitates also the construction of an overhead crossing of highway over railroad at Judkins Point.

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NOW, THEREFORE, the premises being as stated generally in the foregoing recitals and in consideration of the covenants and agreements hereinafter set out, it hereby is mutually agreed as follows:

THINGS TO BE DONE BY THE STATE:

1. The State agrees to purchase or otherwise acquire and convey to the Railroad by warranty deed, free and clear of all encumbrances, the real property described on the attached sheet, marked Exhibit A and by this reference made a part hereof.

2. There is also made a part of this agreement a white print of the Oregon State Highway Commission, Eugene-Springfield Junction Section, on

which is shown tinted in green the area of land to be acquired by the State and conveyed to the Railroad, which print is marked Exhibit E and is attached hereto.

3. Except as otherwise provided herein the State shall furnish all labor, materials, tools, implements and equipment and perform all work in connection with the grading of the proposed change in railroad facilities, including the riprapping of the banks adjacent to the river and including the installation of all necessary culverts and the construction of necessary bridges across the millrace and all other necessary structures, plans for which structures are hereto attached and made a part hereof and for identification are marked Exhibit B. It is understood that all of the above work may be done by the State with its own forces or by contract.

4. Except as otherwise provided herein the State shall furnish all labor, material, tools and equipment and perform all of the work necessary in connection with the building of the overhead structure over the railroad tracks at or near Jenkins Point, all of which work may be done by the State with its own forces or by contract as the State may elect.

5. All expenses incurred by the Railroad in connection with the work provided for in paragraph 13 of things to be done by the Railroad shall be paid by the State to the Railroad upon the rendition of proper bills therefor as hereinafter provided in paragraph 20.

6. It is recognized that certain facilities of the Western Union Telegraph Company on and along the right of way of the Railroad may be disturbed by reason of the work to be performed by or for the State, and, therefore, it is agreed that the Railroad and the Western Union Telegraph Company, or either of them, may make the necessary changes in said facilities, and the State shall as a part of this agreement promptly, upon receipt of proper bills therefor, reimburse the Railroad and/or the Western Union Telegraph Company for any and all actual cost and expense incurred on account of any change or alteration in said facilities made necessary in connection with the said project. It is understood, however, that any changes or alterations for which the State is obligated to reimburse the Railroad or the Western Union Telegraph Company must be changes or alterations resulting directly from work which is a part of the project contemplated in this agreement.

3. Except as otherwise provided herein the State shall furnish all labor, materials, tools, implements and equipment and perform all work in connection with the grading of the proposed change in railroad facilities, including the riprapping of the banks adjacent to the river and including the installation of all necessary culverts and the construction of necessary bridges across the millrace and all other necessary structures, plans for which structures are hereto attached and made a part hereof and for identification are marked Exhibit B. It is understood that all of the above work may be done by the State with its own forces or by contract.

4. Except as otherwise provided herein the State shall furnish all labor, material, tools and equipment and perform all of the work necessary in connection with the building of the overhead structure over the railroad tracks at or near Judkins Point, all of which work may be done by the State with its own forces or by contract as the State may elect.

5. All expenses incurred by the Railroad in connection with the work provided for in paragraph 13 of things to be done by the Railroad shall be paid by the State to the Railroad upon the rendition of proper bills therefor as hereinafter provided in paragraph 20.

6. It is recognized that certain facilities of the Western Union Telegraph Company on and along the right of way of the Railroad may be disturbed by reason of the work to be performed by or for the State, and, therefore, it is agreed that the Railroad and the Western Union Telegraph Company, or either of them, may make the necessary changes in said facilities, and the State shall as a part of this agreement promptly, upon receipt of proper bills therefor, reimburse the Railroad and/or the Western Union Telegraph Company for any and all actual cost and expense incurred on account of any change or alteration in said facilities made necessary in connection with the said project. It is understood, however, that any changes or alterations for which the State is obligated to reimburse the Railroad or the Western Union Telegraph Company must be changes or alterations resulting directly from work which is a part of the project contemplated in this agreement.

7. In the event the State performs all or any part of the work to be performed by and under this agreement through a contractor or contractors, the State shall require such contractor or contractors before beginning work to enter into a written agreement with the Railroad substantially in the form of the draft attached hereto and marked Exhibit C, which agreement shall be prepared by the Railroad, and may require, among other things, that such contractor or contractors shall furnish for and in behalf of the Railroad and the Western Union Telegraph Company suitable and satisfactory protective public liability insurance and protective property damage liability insurance conforming to the rules of Works Program General Memorandum No. 32, signed by the Commissioner of Public Roads, and dated January 27, 1937. Said protective liability insurance shall provide for a limit of not less than $100,000 for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of $200,000 for all damages arising out of bodily injury to or death of more than one person in any one accident, and said protective damage liability insurance shall provide for a limit of not less than $25,000 for all damages arising out of injury to or destruction of property in any one accident, and subject to that limit a total or aggregate limit of $50,000 for all damages arising out of injury to or destruction of property during the period of work. Said policy or policies shall be delivered to and remain in the possession of the Railroad. The term "persons" as herein used shall include passengers of Railroad and employes of Railroad and/or the Western Union Telegraph Company as well as other persons, and the term "property" as herein used shall include property in the custody of the Railroad and property of the Railroad and the Western Union Telegraph Company as well as other property. Said agreement shall also require the contractor to reimburse Railroad, upon rendition of the bills therefor, for all expenses incurred by it in: (a) repairing damage to railroad structures, telephone, telegraph and signal lines (including telephone and telegraph lines of the Western Union Telegraph Company located upon Railroad property); (b) repairing damage to roadbed, ballast, ties and/or track.

8. The State shall withhold final settlement or settlements until all claims of Railroad against the State's contractor or contractors shall have been adjusted and paid, and the State guarantees payment by said contractor or contractors of all such just claims; provided that within sixty days after State notifies

performed by and under this agreement through a contractor or contractors, the State shall require such contractor or contractors before beginning work to enter into a written agreement with the Railroad substantially in the form of the draft attached hereto and marked Exhibit C, which agreement shall be prepared by the Railroad, and may require, among other things, that such contractor or contractors shall furnish for and in behalf of the Railroad and the Western Union Telegraph Company suitable and satisfactory protective public liability insurance and protective property damage liability insurance conforming to the rules of Works Program General Memorandum No. 32, signed by the Commissioner of Public Roads, and dated January 27, 1937. Said protective liability insurance shall provide for a limit of not less than $100,000 for all damages arising out of bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of $200,000 for all damages arising out of bodily injury to or death of more than one person in any one accident, and said protective damage liability insurance shall provide for a limit of not less than $25,000 for all damages arising out of injury to or destruction of property in any one accident, and subject to that limit a total or aggregate limit of $50,000 for all damages arising out of injury to or destruction of property during the period of work. Said policy or policies shall be delivered to and remain in the possession of the Railroad. The term "persons" as herein used shall include passengers of Railroad and employes of Railroad and/or the Western Union Telegraph Company as well as other persons, and the term "property" as herein used shall include property in the custody of the Railroad and property of the Railroad and the Western Union Telegraph Company as well as other property. Said agreement shall also require the contractor to reimburse Railroad, upon rendition of the bills therefor, for all expenses incurred by it in: (a) repairing damage to railroad structures, telephone, telegraph and signal lines (including telephone and telegraph lines of the Western Union Telegraph Company located upon Railroad property); (b) repairing damage to roadbed, ballast, ties and/or track.

8. The State shall withhold final settlement or settlements until all claims of Railroad against the State's contractor or contractors shall have been adjusted and paid, and the State guarantees payment by said contractor or contractors of all such just claims; provided that within thirty days after the State notifies

the Railroad that the contractors' work has been completed and accepted the Railroad shall give written notice to the State that it has unpaid claims against said contractors; provided further that the State's guarantee of the payment of claims due the Railroad from the State's contractor or contractors shall not exceed the sum or sums of money earned by the contractor or contractors under their contract or contracts with the State and due and unpaid by the State to the contractor or contractors at the time of the giving of notice to the State by the Railroad of the existence of such claim or claims.

9. The State shall not grant or consent to any franchise, right, privilege or easement upon, over or under Railroad's right of way of a private or non-public purpose. It is not the intention hereby to limit the right and privilege granted by the statutes of the State of Oregon to telegraph, telephone and power companies to erect, operate and maintain lines, poles and wires along the public highways of the State of Oregon, and the said rights and privileges shall apply to the parcel of land hereinafter described on Exhibit A; provided, however, that any such telephone, telegraph or power lines shall be constructed in accordance with the requirements of Railroad as to standards of construction and workmanship and quality of materials.

10. The State shall, or the Railroad may at the expense of the State, record this agreement in the office of the recording officer of the County of Lane, State of Oregon.

THINGS TO BE DONE BY THE RAILROAD:

11. The Railroad agrees to convey by warranty deed to the State of Oregon, by and through its State Highway Commission, free and clear of all encumbrances, the real property described on the attached sheets, marked Exhibit B, and by this reference made a part hereof, which said real property is shown tinted in blue on the map attached, marked Exhibit E, except the parcel designated on said Exhibit D as Parcel No. ____, which said parcel may be conveyed by quitclaim deed.

12. The Railroad agrees to grant to the State, subject to conditions and limitations hereinafter contained, the right to construct and thereafter maintain and use a highway over and across the Railroad's right of way as rearranged and adjusted under this agreement, which highway shall be effected by means of a

the Railroad that the contractors' work has been completed and accepted the Railroad shall give written notice to the State that it has unpaid claims against said contractors; provided further that the State's guarantee of the payment of claims due the Railroad from the State's contractor or contractors shall not exceed the sum or sums of money earned by the contractor or contractors under their contract or contracts with the State and due and unpaid by the State to the contractor or contractors at the time of the giving of notice to the State by the Railroad of the existance of such claim or claims.

9. The State shall not grant or consent to any franchise, right, privilege or easement upon, over or under Railroad's right of way of a private or non-public purpose. It is not the intention hereby to limit the right and privilege granted by the statutes of the State of Oregon to telegraph, telephone and power companies to erect, operate and maintain lines, poles and wires along the public highways of the State of Oregon, and the said rights and privileges shall apply to the parcel of land hereinafter described on Exhibit A; provided, however, that any such telephone, telegraph or power lines shall be constructed in accordance with the requirements of Railroad as to standards of construction and workmanship and quality of materials.

10. The State shall, or the Railroad may at the expense of the State, record this agreement in the office of the recording officer of the County of Lane, State of Oregon.

THINGS TO BE DONE BY THE RAILROAD:

11. The Railroad agrees to convey by warranty deed to the State of Oregon, by and through its State Highway Commission, free and clear of all encumbrances, the real property described on the attached sheets, marked Exhibit B, and by this reference made a part hereof, which said real property is shown tinted in blue on the map attached, marked Exhibit E, except the parcel designated on said Exhibit B as Parcel No. ____, which said parcel may be conveyed by quitclaim deed.

12. The Railroad agrees to grant to the State, subject to conditions and limitations hereinafter contained, the right to construct and thereafter maintain and use a highway over and across the Railroad's right of way as rearranged and adjusted under this agreement, which highway shall be effected by means of a

reinforced concrete and steel viaduct. The location of said crossing is shown tinted in yellow on the map heretofore mentioned and identified as Exhibit A.

13. The Railroad agrees to perform all of the items of work described in this paragraph, for which the Railroad shall be reimbursed by the State to the extent hereinafter expressly provided for in paragraph 20 of this agreement. Said items of work to be performed by the Railroad are these:

(a) Remove and salvage the material from all tracks and facilities which are to be discontinued in use by this rearrangement of facilities, the said tracks being those in right of way shown in blue on attached map.

(b) Furnish and place ballast on all new lines, furnish and lay ties and rails on all new lines.

(c) Rebuild signal lines and facilities along the new lines and remove such facilities from the lines to be discontinued.

(d) Place steel guard rails along tracks under and for fifty feet on each side of overcrossing structure, and

(e) Do all other items of work on railroad facilities made necessary by construction work contemplated herein.

14. In connection with the bills submitted to the State by Railroad for work performed by the Railroad on said project the Railroad shall give the State credit for the value of rails, ties and other salvageable materials on all lines to be discontinued as a result of the construction of the project contemplated in this agreement, or at the option of State the Railroad shall transfer to the State title to all such materials for such disposition as the State may elect to make of the same.

15. The Railroad shall furnish on a force account basis such inspectors, watchmen or flagmen as it may deem necessary to safeguard property and the movement of engines, trains and cars, and shall supervise the prosecution of all work within the limits of Railroad's property, which work shall be done at such times and in such manner as not to interfere with the operations of the Railroad, and the Railroad shall be reimbursed by State for all expenses incurred by the Railroad in connection therewith, such reimbursement to be as provided for in paragraph 20 hereof.

16. After the completion of the project contemplated in this agreement

and after the viaduct is opened for public traffic the Railroad shall maintain its railroad track, signal and telegraph lines, drainage (exclusive of the gates of the millrace structure and wasteway) and all other facilities pertinent to the operation of the Railroad and the maintenance of its property, and the State shall maintain the overcrossing structure and the approaches thereto, and shall maintain and operate, or cause to be maintained and operated, the gates constituting a part of the millrace structure and wasteway structure.

CONDITIONS AND OBLIGATIONS WHICH ARE MUTUAL AND BINDING ON BOTH RAILROAD AND STATE:

17. The overhead structure heretofore referred to shall be constructed in accordance with plans and designs prepared by the State, but which shall be subject to the approval of the Railroad, the Public Utilities Commissioner of the State of Oregon, and the Public Roads Administration.

18. Subject to other provisions of this agreement it is agreed that either party hereto may perform the work herein provided to be performed by it with its own forces or may let said work by contract; provided that all work to be done hereunder by Railroad with its own forces shall be done only by its employes working under Railroad labor agreements; provided further that the Railroad shall not assign or sublet or otherwise let by contract any of the work to be performed by it hereunder without the prior written consent and approval of the State and the Public Roads Administration; provided further that, in the event the State and the Public Roads Administration consent to the doing of any work to be performed by Railroad hereunder by contract, Railroad agrees to insert both in the call for bids and in the contract to be let all requirements of applicable State and Federal statutes or regulations promulgated thereunder governing the selection, hours of labor, wages, and other conditions of employment for persons employed upon highway construction to be financed in whole or in part with Federal funds.

19. All expenses incurred by Railroad in connection with said project shall be the amounts actually expended or incurred by Railroad in connection with labor, materials, supplies, tools or equipment used, furnished or expended in performance of work to be done in fulfillment of its obligations hereunder.

20. The amount of reimbursement to be paid by the State to Railroad or to the Western Union Telegraph Company for work done or [illegible]

Railroad and/or Western Union Telegraph Company shall cover only and shall be limited to such items as are authorized by and are not excluded as ecoperative items under the terms of Administrative Memorandum No. 39, issued by Thomas H. MacDonald, Chief of the United States Public Roads Administration, under date of December 23, 1937, and all amendments and supplements thereto, it hereby being agreed that the Railroad and/or the Western Union Telegraph Company shall limit claims for reimbursement to items, charges and expenditures authorized and approved by said Memorandum; provided that the State shall reimburse the Railroad for the entire cost of new treated ties to take the place of treated and/or cedar ties now in place, and for the entire cost of new untreated ties to take the place of untreated fir ties now in place; and provided further that the State shall reimburse the Railroad for the entire cost of rails and fastenings installed in the new track, except the cost of increase in weight of new rails and fastenings over and above the weight of rails and fastenings in the present tracks.

21. At the close of each month during the progress of construction Railroad shall render to the State a statement of all expenditures incurred by Railroad in connection with the project which are recollectible from State under the terms of this agreement, and within thirty days thereafter State agrees to pay the Railroad ninety per cent thereof. At the completion of the project and upon receipt of final billing from Railroad showing all expenditures incurred by Railroad in connection with the project which are recollectible from State under the terms of this agreement, State agrees to submit same to the Public Roads Administration for audit as to recollectibility under the terms of this agreement and of General Administrative Memorandum No. 39, and any and all amendments thereof and supplements thereto, and to make full and complete payment to Railroad in accordance with the findings of such audit; [illegible] to the Railroad as soon as the sums payment is made [illegible] rails and fastenings as authorized in paragraph [illegible] hereof.

22. All work contemplated by this agreement shall be [illegible] and performed under the [illegible] tion of the Railroad and the [illegible]

by the parties hereto, shall at all reasonable times be open to the inspection of the agents and representatives of Railroad, State and Public Roads Administration.

24. Should State at any time abandon said highway, Railroad shall have the right to resume and retake exclusive possession of its said right of way hereinabove described in paragraph 12 of things to be done by the Railroad so far as it pertains to the crossing, and thereafter, the State shall, by appropriate resolution entered in its minutes, eliminate from said highway the area occupied by said crossing.

25. Nothing herein contained shall impair or restrict the right of Railroad to at any time or times construct, maintain, use and operate on the present or other grade existing or additional railroad tracks and appurtenances thereto, including water and fuel pipe lines and conduits and telephone, telegraph, signal, power and other electric lines and other facilities upon, along, or across any and all parts of said land described in Exhibit I and designated as Parcel No. ____, all or any of which may be freely done at any time or times by Railroad, or its successor, without liability to State or anyone else for compensation or damage; provided, however, that in no event shall said use, or [illegible]

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed in five parts by their respective officers hereunto duly authorized, and their corporate seals to be hereunto affixed, as of the day and year first herein written.

ATTEST:

_____
Secretary

APPROVED:

_____
State Highway Engineer

STATE OF OREGON, by and through its State Highway Commission,

By_____
Chairman

By_____
Commissioner

By_____
Commissioner

Party of the First Part

ATTEST:

_____

SOUTHERN PACIFIC COMPANY,

By_____

By_____

Party of the Second Part

...IONERS
...RY F. CABELL, CHAIRMAN
PORTLAND
HURON W. CLOUGH, MEMBER
CANYONVILLE
HERMAN OLIVER, MEMBER
JOHN DAY

OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK, CHIEF ENGINEER
C. B. McCULLOUGH, ASS'T CHIEF ENGINEER
J. M. DEVERS, CHIEF COUNSEL
H. B. GLAISYER, SECRETARY

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Municipal

SALEM

August 18, 1941

IN REPLY PLEASE
REFER TO FILE NO.

Oregon State Highway Commission,

Eugene

Salem, Oregon.

NOTED
State Highway Engineer

Gentlemen:

There were several things that I did not get to discuss with the Commission at the meeting last week, one of which was a proposed contract between the Highway Commission and the University of Oregon concerning a portion of the Eugene highway and railroad project.

Mr. Cabell will recall that a conference was held in the Osburn Hotel some time ago attended by employes of the Highway Department, Mr. Cabell, and members or representatives of the University faculty, and certain things were then agreed upon tentatively, the ultimate decision to be made by the entire Commission.

Later, Mr. Norris of the University submitted to me a brief statement of the things that were discussed so that I could put them in a formal agreement. Before I did such, however, a further conference was held made with members of the faculty, Mr. Cabell, Mr. Norris, Mr. Packer and myself, and following that conference I prepared a form of agreement which, as I interpreted the matter, embodied the agreed matters of the conference. [illegible]

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Eugene
FAGM 161-F-2

March 10, 1941

Mr. E. L. King
Superintendent
Southern Pacific Company
Portland, Oregon

Dear Sir:

I am very anxious to obtain some word concerning the Eugene project in order that it may be contracted in time to get the work done during the summer season, both from your point of view and from our own. The field work and the preliminary design will be done this week, and then it will be necessary to prepare the actual plans and specifications in the Salem office for the agreement with the railroad and for the bidders. This work will probably take a month or six weeks, so that under the very best conditions it will not be possible to award contracts before the first letting.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 2476 Ends with: Contract # 2549

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 39 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHW MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 26 day of June, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Heidi Ruster